



City of Miami Zoning Information

Urban Center Transect T5

Miami 21 Zoning Code

Notice: This is a reference manual only. For official information, please refer to the Miami 21 Code, as amended, the Zoning Ordinance of the City of Miami. Additional regulations may be applicable. All applications require zoning review and referral prior to commencement.

Revised April 2018

Thoroughfare: A vehicular way incorporating moving lanes and parking lanes within a right-of-way as part of an interconnected network for vehicular, pedestrian, and bicycle mobility.

Tower: In T6 Zones that portion of a Building that extends above the Pedestal.

Towing Service: Establishment which provides for the removal and temporary storage of vehicles but does not include disposal, permanent disassembly, salvage or accessory storage of inoperable vehicles.

Townhouse: See Rowhouse.

Transect: A system of ordering human habitats in a range from the most natural to the most urban. Transect Zones describe the physical character of place at any Scale, according to the Density and Intensity of land use and urbanism.

Transect Zone (T-Zone): The identification of areas of varying Density whose character is determined by the requirements for Use, Height, Setback and the form of Building and the form of the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 Urban General, T5 Urban Center, and T6 Urban Core, CS Civic Space, CI Civic Institutional, CI-HD Civic Institution – Health District, D1 Work Place, D2 Industrial and D3 Waterfront Industrial. Within T3 through T6 Zones are additional categories, Restricted (R), Limited (L) and Open (O), and each category shall also be considered a T-Zone.

Transit Corridor: A designation established by the City involving an area not exceeding a one-quarter (1/4) mile radius from a non-limited access thoroughfare that included designated transit stop locations and is served by one or more mass transit route(s) with designated transit vehicle(s) operating at an average of ten (10) minute or less headway Monday thru Friday between the hours of 7am thru 7pm. Multiple transit routes or types of transit vehicles may be added cumulatively under this definition for the purpose of parking reductions.

Transit Facility: See Section 1.1, Civil Support Use.

Transit Oriented Development (TOD): A designation established by the City involving an area not exceeding a one-half (1/2) mile radius from a convergence of modes of transit, or a train station.

Transition Line: A horizontal line spanning the full width of a Facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Transmission Towers: Freestanding Structures intended for the support of antennas used in the reception and relay of radar, radio, cellular, television or telephone communications.

Travel Trailer / Recreational Vehicle: A vehicular, portable Structure built on a chassis, designed to be used as a temporary dwelling for travel, recreational, or vacation purposes. This includes pickup

campers, converted trucks, converted buses, converted automobiles, tent or pop-out campers, tents, or other short-term housing or shelter arrangements.

Two-Family Residence: See Section 1.1, Residential Use.

Type: A category determined by Function, disposition, and configuration, including size or extent, such as Thoroughfare types, Civic Space Types, etc.

Unity of Title: A written agreement executed by and between a property owner and the City whereby the property owner for a specified consideration by the City agrees that the Lots and or parcels of land constituting the Building site shall not be conveyed, mortgaged and or leased separate and apart from each other and that they shall be held together as one (1) tract. Such Unity of Title shall be recorded in the Public Records of Dade County, Florida and shall run with the land and shall be binding upon the property owner(s), their successors and assigns. See Article 7, Section 7.1.7. A covenant in lieu of Unity of Title is acceptable in situations where a unified lot is required by this Code, but a Unity of Title is not practical due to different ownership. Such covenant must conform to all of the requirements of Article 7, Section 7.1.7.6 of this Code. The terms Unity of Title and covenant in lieu of Unity of Title shall be interchangeable for purposes of this Code.

Urban Center Zone or T5 Zone: See Article 4, Table 1.

Urban Core Zone or T6 Zone: See Article 4, Table 1.

Urban Design: Form, in terms of both beauty and function, of urban areas. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, landscape architecture, and traffic engineering.

Urban Form: The spatial arrangement of a particular environment, as defined by the connectivity of built mass and form, the natural environment, and the movement of persons, goods and information within.

Use: The purpose or activity for which land, water or Buildings are designed, arranged, or intended, or for which land or Buildings are occupied or maintained.

USGBC: United States Green Building Council.

Variance: Permit approved pursuant to the requirements of Article 7.

Vehicle Rental Facility: An establishment where motor vehicles are kept and maintained for lease, where such vehicles are dropped off or picked up and where customers complete all transactions necessary for the short term lease of such vehicles. See Article 6.

Verge: The space between the Sidewalk and the Curb.

Vessel: Any watercraft, power-driven or not, mobile or stationary, surface, subsurface or hydrofoil, including but not limited to ships, boats, houseboats, air boats, and sea planes, but excluding Floating Structures.

2.1 PURPOSE AND INTENT**2.1.1 Title and Purpose**

- a. This Code shall be known as the Miami 21 Code of the City of Miami, Florida. This Code is declared to be in accord with the Miami Comprehensive Neighborhood Plan, as required by the Local Government Comprehensive Planning and Land Development Regulation Act, Section 163.3161 et seq., Florida Statutes (the “Comprehensive Plan”). A primary purpose of this Code is to implement the Comprehensive Plan.
- b. It is further the purpose of the Miami 21 Code to promote the public health, safety, morals, convenience, comfort, amenities, prosperity, and general welfare of the City and to provide a wholesome, serviceable, and attractive community, including without limitation protection of the environment; conservation of land, energy and natural resources; improved mobility; more efficient use of public funds; greater health benefits of a pedestrian environment; historic preservation; provision of recreational and open spaces; reduction of sprawl; and improvement of the built environment and human habitat.
- c. To further the goals and objectives of the Comprehensive Plan and the purpose of this Code, the City is divided into Transect Zones (“T-Zones”) of such number, characteristics, area, common unity of purpose, adaptability, or use as will accomplish the goals and objectives of the Comprehensive Plan and this Code.

2.1.2 Intent

The Miami 21 Code is intended to advance the interests of both conservation and development while responding to the existing conditions of the City, its regional context, and its natural features, infrastructure and Buildings.

- a. The conservation goals include:
 1. Preserving Neighborhoods, Historical Resources and the natural environment
 2. Improving the relationship between low Density Residential neighborhoods and adjacent Commercial Corridors with appropriate transitions of Density and Height following the theory of the Transect
 3. Increasing access to the natural environment through the Baywalk, the Riverwalk, the north-south Greenway, and new Parks
 4. Conserving energy and reducing carbon dioxide emissions through improved Thoroughfare connectedness to encourage walkability, bicycling and transit use
 5. Increasing tree canopy
 6. Encouraging green Buildings

- b. The development goals include:
1. Maintaining the future growth capacity of the City core to ensure its preeminence as the transit-oriented, pedestrian-friendly focus for the region's economic, civic and cultural activities
 2. Rebuilding the City's commercial Corridors to function as Mixed-Use, transit-oriented, walkable centers for adjacent Residential Neighborhoods
 3. Ensuring that private Development contributes to increased infrastructure capacity, and through building embellishes a pedestrian-friendly public realm of highest ambient quality
 4. Establishing a rational process for successional growth in areas identified for density and growth

2.1.3**Transect Principles**

The Miami 21 Code is intended to encourage the evolution of a settlement pattern based on the organizational principles of the Transect. The Transect is defined as a geographical cross-section that reveals a sequence of environments. Applied to the human or the built environment, the Transect is used to identify and organize a continuum of the physical environment ranging from the least to the most urban.

Transect planning creates coordinated, integrated and harmonious environments, based on the arrangement of all the components to support locational character. Within the range of urban contexts, each different type of location, called a Transect Zone, has development Function, Intensity and Disposition appropriate to the location, and integrates the details of the corresponding public realm. To ensure this integration, the Miami 21 Code controls development on Lots as well as establishes guidelines for the detailing of public right-of-way. For example, narrow streets with open swales find their place in neighborhoods of suburban character, while wide streets with tree lined sidewalks accompany Commercial Development in more intense urban areas.

The Transect encourages the making of places that build on historic character and that evolve over time. This evolution, with the principles enumerated below guiding growth or reduction in Density and Intensity, is called succession. Successional change emerges from a vision of the larger urban context and appropriate transitions across Transect Zones.

The City of Miami's urban context is comprised of a series of Neighborhoods, Corridors, urban centers, and Districts, each with its own arrangement of Transect Zones. In all cases the goal of transit-oriented, pedestrian-friendly, Mixed-Use urbanism shall guide the arrangement of Transect Zones, Thoroughfares, Buildings and landscape. The specific design of each component should be appropriate to its Transect Zone, as provided in this Code.

Transect Zones are sequential in Intensity: successional zoning changes shall only be permitted sequentially and respecting transitions across Abutting Transect Zones as provided in Article 7.

Transect Zones manifest a range of responses to natural and urban conditions. As described in Article 5, Transect Zones T1, T2 and T3, the least urban, emphasize the presence of the natural

environments. Transect Zones T4, T5 and T6, D1, D2 and D3 prioritize the built environment.

Specific to Natural (T1), Rural (T2) and Sub-Urban (T3) Zones, impermeable surface shall be minimized and confined to the ratio of Lot Coverage by Building specified in Article 5. To the extent not inconsistent with applicable state or federal law, storm water management on Thoroughfares may be accomplished through retention and percolation, channeled by curbside swales, or through underground storm drainage channeled by raised curbs.

Specific to General Urban (T4), Urban Center (T5) and Urban Core (T6) Zones, to the extent not inconsistent with applicable state or federal law, the continuity of the urbanized areas should transition to take precedence over the natural environment, except Parks, recreation and natural features. Storm water management on Thoroughfares and Lots shall be implemented primarily through underground storm drainage channeled by raised curbs, and there shall be no retention or detention required on the individual Lots. Impermeable surface shall be confined to the ratio of Lot Coverage by Building specified in Article 5.

2.1.3.1 The City - Guiding Principles

- a. The City should retain its natural infrastructure and visual character derived from its location and climate, including topography, landscape and coastline.
- b. Growth strategies should encourage Infill and redevelopment.
- c. New Development should be structured to reinforce a pattern of Neighborhoods and urban centers, focusing growth at transit nodes rather than along Corridors.
- d. Transportation Corridors should be planned and reserved in coordination with land Use.
- e. Green Corridors should be encouraged and developed to enhance and connect the urbanized areas.
- f. The City should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to automobile use.
- g. A diversity of land use should be distributed throughout the City to enable a variety of economic activity, workplace, residence, recreation and civic activity.
- h. Affordable and Workforce Housing should be distributed throughout the City to match job opportunities and to avoid concentrations of poverty.
- i. The City should expand and enhance transit opportunities and connections throughout the City.

2.1.3.2 The Community - Guiding Principles

- a. Neighborhoods and urban centers should be the preferred pattern of Development and Transect Zones emphasizing single use should be the exception.
- b. Neighborhoods and Urban centers should be compact, pedestrian-oriented and Mixed-Use. Density and Intensity of Use should relate to degree of transit service.

3.1 TRANSECT ZONES

3.1.1 The Miami 21 Code Transect Zones are described in Article 4, Table 1 and include the standards summarized in Article 4, Table 2 and further described in Article 5. They range in Function and Density from low-Density, primarily residential areas to high Density Mixed-Use areas, across the Transect, with zones identified as T1, T2, T3, T4, T5, T6, CS, CI, CI-HD, D1, D2 and D3 and all R, L, O and T6 subcategories.

3.2 PHASING

All development shall conform to this Code regardless of phasing. Each phase of a development project shall conform to this Code in its entirety.

3.3 LOTS AND FRONTAGES

3.3.1 Lots assembled into one (1) ownership within one (1) Transect Zone may be developed as a single Lot. Lots assembled into one (1) ownership that encompass more than one (1) Transect Zone shall be developed according to the corresponding Transect regulation for each Lot, except as described in Section 3.6.1(e). In such cases, there shall be no transfer of Density or Intensity of Development Capacity between Transect Zones, except if the Lots are assigned equal Densities, Density may be transferred across the Transect boundary. Where Lots are assembled into one (1) ownership, the side or rear Setbacks sharing the Property Line may be eliminated. Lot assembly shall require a Unity-of-Title acceptable to the City Attorney. Contiguous Lots in one (1) ownership, as of the effective date of this Code, may be developed as one (1) Lot in excess of the maximum Lot size.

3.3.2 In Transect Zones T5, T6, CI, CS, D1, D2, and D3, buildable sites shall Enfront a vehicular Thoroughfare or a Pedestrian Passage, with at least one Principal Frontage.

3.3.3 Lots facing Thoroughfares on more than one (1) side shall have designated Principal Frontage(s) and may have Secondary Frontage(s). Unless otherwise designated by a Special Area Plan, a Principal Frontage shall be that facing the Thoroughfare of higher pedestrian importance or intensity (i.e., traffic volume, number of lanes, etc.), as determined by the Planning Department upon request by the Zoning Administrator.

- a. If two Thoroughfares are of equal importance each Frontage shall be considered a Principal Frontage. Lots with two or more Frontages may consider other non-fronting Property Lines as sides.
- b. Lots shall have at least one (1) Principal Frontage, except waterfront Lots shall have at least two (2) Principal Frontages, one of which shall be the waterfront and shall conform to Waterfront Setback Standards. For Waterfront Setbacks, see Section 3.11.
- c. Where an existing lot of record is located adjacent to a Thoroughfare in a manner that creates an irregular Frontage such that the side or rear yards cannot be determined as with a regular lot, the Zoning Administrator shall determine, by Waiver, the yard and setbacks for the lot as fits the circumstances of the case. In addition to general Waiver requirements, the Zoning Administra-

3.5 MEASUREMENT OF HEIGHT

3.5.1 Unless otherwise specified herein, the Height of Buildings shall be measured in Stories. The height of Fences and walls shall be measured in feet. The Height of Buildings, Fences and walls shall be measured from the Average Sidewalk Elevation or, where no sidewalk exists, the average of the record profile grade elevation of the street Abutting the Principal Frontage of the Building, as determined by the Public Works Department. In the event that the base flood elevation, as established by FEMA, is higher than the sidewalk or grade elevations, the Height of the first Story but not the height of Fences and walls shall be measured from the base flood elevation.

3.5.2 A Story is a Habitable level within a Building of a maximum fourteen (14) feet in Height from finished floor to finished floor. Basements are not considered Stories for the purposes of determining Building Height. A ground level retail Story may exceed this limit up to a total height of twenty-five (25) feet. A single floor level exceeding fourteen (14) feet, or twenty-five (25) feet at ground level retail, shall be counted as two (2) Stories; except for T6-36, T6-48, T6-60, T6-80, and D1, where a single floor level exceeding fourteen (14) feet may count as one (1) story if the building height does not exceed the maximum height, including all applicable bonuses, allowed by the transect at fourteen (14) feet per floor. Where the first two stories are retail, their total combined Height shall not exceed thirty-nine (39) feet and the first floor shall be a minimum of fourteen (14) feet in Height. Mezzanines may not exceed thirty-three percent (33%) of the Habitable Space Floor Area, except for D1, where mezzanines may not exceed fifty percent (50%) of the Habitable Space Floor Area. Mezzanines extending beyond thirty-three percent (33%) of the Floor Area, or fifty percent (50%) of the Floor Area in D1, shall be counted as an additional floor. The Height of a Parking Structure concealed by a Liner may be equal to the Height of the Liner; this may result in a Liner Story concealing more than one level of Parking.

3.5.3 Except as specifically provided herein, the Height limitations of this Code shall not apply to any roof Structures for housing elevators, stairways, tanks, ventilating fans, solar energy collectors, or similar equipment required to operate and maintain the Building (provided that such Structures shall not cover more than twenty percent (20%) of roof area for T4 and T5); nor to church spires, steeples, belfries, monuments, water towers, flagpoles, vents, or similar Structures, which may be allowed to exceed the maximum Height by Waiver; nor to fire or parapet walls, which shall not extend more than five (5) feet above the maximum Height in T4 and T5 and ten (10) feet in T6 and Districts.

3.5.4 No Building or other Structure shall be located in a manner or built to a Height which constitutes a hazard to aviation or creates hazards to persons or property by reason of unusual exposure to aviation hazards. In addition to Height limitations established by this Code, limitations established by the Miami-Dade County Height Zoning Ordinance as stated in Article 37 of the Code of Miami-Dade County (Miami International Airport) shall apply to Heights of Buildings and Structures.

A letter authorizing clearance from the Miami-Dade Aviation Department or the Federal Aviation Administration (FAA) may be required by the Zoning Administrator prior to the issuance of any Building permit.

Construction of an Educational facility within the delineated Miami International Airport Critical Approach Area as defined by the Miami-Dade County Code shall only be granted by Exception. Construction of such facility is subject to the approval by the Miami-Dade County Aviation Department or any other agencies authorized by law to approve the construction.

3.5.5 Height limitations for Properties Abutting and in Proximity to National Historic Landmarks

- a. All properties designated a National Historic Landmark (NHL) which include a Designed Landscape that is an integral part of the documented significance supporting the NHL designation shall be protected by height limitations throughout the entire Civic Institution zoned property of which the NHL is a part, so as to protect the Designed Landscape from the potentially adverse effects of an undertaking that may diminish the integrity of the NHL property's location, design, setting, materials, workmanship, association or qualities that qualified it for NHL designation. Examples of adverse effects which diminish the integrity of the NHL property include those which: cause physical destruction of or damage to all or part of the NHL property; or change the character of the NHL property's use or physical features within the NHL property's setting that contribute to its historic significance; or introduce visual, atmospheric or audible elements that diminish the integrity of the NHL property's significant historic features; or alter the NHL property in a way that is not consistent with the federal standards for the treatment of historic properties and applicable guidelines, as published by the United States Department of the Interior.
- b. The height of structures throughout the entire Civic Institution zoned property of which the NHL is a part shall not exceed that established by a six (6) degree vertical plane which is measured beginning from the ground floor elevation of the principal historic building at the façade that overlooks the Designed Landscape, which plane shall extend in a one hundred eighty (180) degree arc facing the Designed Landscape and measured at grade from the midpoint of the building façade. The ground floor elevation shall be measured according to the 1929 N.G.V.D. of Mean Sea Level supplied by the City of Miami. Structures existing on affected properties at the time of the effective date of this Miami 21 Code shall not be considered nonconforming structures.
- c. Should the height limitations for structures located in such Civic Institution zoned property as of the effective date of this Miami 21 Code be more restrictive than that created by this section, the most restrictive height shall apply. In the event of a rezoning of all or part of the Civic Institution property, either by successional zoning or by Special Area Plan, the height limitations specified in this Section 3.5.5 shall be incorporated in all subsequent rezonings.
- d. For purposes of this Section 3.5.5., the following definitions shall apply:
 1. Designed Landscape is one or more of the following:
 - a landscape that has significance as a design or work of art;
 - a landscape consciously designed and laid out by a master gardener, landscape architect, architect, or horticulturalist to a design principle, or an owner or other amateur using a recognized style or tradition in response or reaction to a recognized style or tradition;
 - a landscape having a historical association with a significant person, trend, event, etc. in landscape gardening or landscape architecture; or
 - a landscape having a significant relationship to the theory or practice of landscape architecture.
 2. National Historic Landmark is a nationally significant historic place designated by the Secretary of the Interior because it possesses exceptional value or quality in illustrating or interpreting the heritage of the United States, and defined in Title 36, Section 65.3 of the Code of Federal Regulations.

3.5.6 See Chapter 23 of the City Code, titled Historic Preservation, for regulations and additional height

requirements.

3.6 OFF-STREET PARKING AND LOADING STANDARDS

3.6.1 Off-street Parking Standards

- a. Off-street Parking requirements for the individual Transect Zones shall be as set forth in Article 4, Table 4. Where required off-street parking is based on square footage of Use, the calculation shall only include Habitable Rooms and Habitable Space occupied by such Use.
- b. Off-street Parking dimensions and Shared Parking (mixed-use) reduction table shall be as set forth in Article 4, Table 5.
- c. Required Parking for Adaptive Reuses may be reduced or exempted by Waiver for properties located in a Community Redevelopment Area, or in areas where a Parking Trust Fund has been established, or for historic sites and contributing Structures within designated historic districts.
- d. Parking reductions shall not be cumulative except in T6-36, T6-48, T6-60 and T6-80. Parking reductions shall not exceed fifty percent (50%) of the total Off-street Parking required, except for Residential components of projects within one thousand (1,000) feet of Metrorail or Metromover stations.
- e. Parking that is otherwise not allowed but that is customarily incidental and subordinate to a principal Use may be provided in any T3 or T4-R Transect Zone by process of Exception and only if there is an existing legally built parking lot. Access for such Lots shall be subject to all other requirements of the Transect Zone including Liner, landscaping, or Streetscreen requirements. Such parking shall not expand or increase the degree of nonconformity. Parking in other Transect Zones shall be approved pursuant to Article 4, Table 3.

3.6.2 Off-street Parking Driveway Standards [RESERVED]

3.6.3 Additional Off-street Parking Regulations

General performance standards for Off-street Parking facilities:

- a. Parking shall be implemented so as to provide safe and convenient access to and from public Thoroughfares which include movement lanes and Public Frontages.
- b. Vehicular access through Residential properties for nonresidential Uses shall be prohibited.
- c. Off-street Parking spaces shall be located with sufficient room for safe and convenient parking without infringing on any public Thoroughfare or sidewalk.
- d. Off-street Parking spaces whose locations require that cars back into movement lanes shall only be permissible in T3 and T4 zones. Backing into Alleys shall be permissible in all Transect Zones.
- e. Off-street Parking or loading area shall not be used for the sale, repair, or dismantling of any vehicle or equipment, or for storage of materials or supplies.

- f. Parking or storage of commercial trucks, buses, vans, sign trailers; trailers or semi-trailers for freight, cargo; non-recreational watercraft; or the like shall not be permitted in any T3, T4, T5-R or T6-R Zone.
- g. Inoperable vehicles and other inoperable Recreational Watercraft or equipment shall be stored only in storage facilities or other approved places where they are completely concealed from public view.
- h. Except in connection with permitted active continuing construction on the premises, construction equipment such as earth moving machines, excavators, cranes, and the like shall only be allowed in D1, D2 and D3, as allowed by this Code.
- i. All Off-street Parking shall comply with applicable regulations related to lighting, paving, and drainage including the Miami-Dade County Code and the Florida Building Code.
- j. Specific areas may be set aside for Tandem Parking. Tandem Parking in all Transect Zones, except T3 and T4, shall be used only by a valet parking operator.
- k. Parking facilities on adjoining Lots may share access points, driveways and parking subject to a recorded covenant running with the property on which the facilities are located, by process of Waiver.
- l. Stationing of Recreation Watercraft:
 - 1. Transect Zones
Stationing of Recreational Watercraft may only be permitted in T3, T4-R and T4-L Zones and only where incidental to a Single-Family Residence. This section shall not be construed as preventing the docking of boats along the waterfront.
 - 2. Screening
Screening arrangements shall be made to buffer view of the Recreational Watercraft from Abutting parcels by means of walls, fences or landscaping of sufficient opaqueness to visually conceal its bulk while in keeping with applicable provisions in Article 3 and 5.
 - 3. Occupancy
Recreational Watercraft stationed in T3, T4-R and T4-L Zones shall not be used as Residential or other Occupancies.
 - 4. Location
Stationing of Recreational Watercraft may only be permitted when placed within the Second or Third Layer of the property.
 - 5. Height
The maximum height of the Recreational Watercraft shall not exceed eight (8) feet, inclusive of trailer and excluding Minor Accessories.
 - 6. State or condition
Stationing of Recreational Watercraft in T3, T4-R and T4-L Zones may only be permitted as

- b. Deferral period, revocation of permit; notice of revocation.

A deferral may be allowed for up to five (5) years without provision for renewal except upon application for a new Exception.

3.6.9 Off-street Loading Requirements

- a. Off-street vehicular loading shall be required for all T5, T6, CS, CI, CI-HD and D zones, as shown in Article 4, Table 5 and shall require no more than three (3) turning movements.

3.6.10 Off-street Bicycle Parking Requirements

- a. Off-street bicycle parking shall be provided for all T4, T5, T6, CS, CI, CI-HD, and D zones, as shown in Article 4, Table 4.
- b. After the first fifty (50) required bicycle spaces are provided, additional spaces may be reduced by one-half.
- c. Required bicycle parking shall meet the following standards:
 1. Required bicycle parking shall be provided in a safe, accessible and convenient location.
 2. Bicycle parking facilities shared by more than one use are encouraged.
 3. Required bicycle parking facilities may be located within the project site or in a shared bicycle parking facility subject to all the conditions for shared bicycle parking facilities below:
 - (a) Required bicycle parking spaces for two (2) or more adjacent sites may be satisfied by the same bicycle parking facility used jointly provided that such right of joint use and maintenance is evidenced by covenant running with the land or equivalent legal document establishing the joint use.
 - (b) Required shared bicycle parking facilities are to be located within 300 feet of any building's main entrance.
 - (c) The minimum number of required bicycle parking is satisfied by all sites using the shared facility.
 - (d) For the purposes of this section, shared bicycle parking facilities are areas, locations, or structures designed to accommodate, house, store, maintain or hold several bicycle parking spaces.
 4. When required off-street vehicular parking is covered, the required bicycle parking shall also be covered.
 5. When required bicycle parking is provided in racks, one (1) standard U-rack will accommodate two (2) bikes and each rack must meet the following standards:
 - (a) The bicycle frame and one (1) wheel can be locked to the rack with a high security,

U-shaped shackle lock if both wheels are left on the bicycle;

- (b) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and
 - (c) The rack must be securely anchored.
6. When required bicycle parking is provided in lockers, the lockers must be securely anchored.
7. Parking and maneuvering areas.
- (a) Each required bicycle parking space must be accessible without moving another bicycle;
 - (b) There must be an aisle of at least five (5) feet wide behind all required bicycle parking to allow room for bicycle maneuvering;
 - (c) The area devoted to bicycle parking must be hard surfaced.
8. A one (1) square foot directional sign shall be required if the bicycle parking area is not visible from the street or main building entrance. Said sign must be posted at the main building entrance indicating the location of the bicycle parking.

3.7

FENCES AND WALLS

3.7.1

General

For all Commercial and Industrial Uses, a six-foot (6) solid masonry wall shall be provided along all property lines which adjoin T3, T4-R, T5-R and T6-R.

3.7.2

Prohibited on Fences and walls

- a. The use of broken glass, projecting nails, coiled razor wire, spikes or similar materials on walls and Fences is prohibited in all Transect Zones.
- b. Barbed wire Fences, or use of barbed wire along the top of a fence or wall, shall be permissible only in D1, D2 and D3, subject to approval by Waiver upon making a written finding that its use and placement are reasonably necessary to the safety, welfare and security of the property.

3.8

THOROUGHFARES

3.8.1

General Principles

- a. Thoroughfares are intended for use by vehicular, transit, bicycle, and pedestrian traffic and to provide access to Lots and Open Spaces.

- b. Thoroughfares consist of lanes for vehicles, transit, bicycles and Public Frontages. The lanes may have a variety of widths for movement and parking. The Public Frontages contribute to the character of Transect Zones. They may include swales, Sidewalks, curbing, Planters, bicycle paths and street trees. See Article 4, Tables 6 and 8.
- c. Thoroughfares should be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The Public Frontages that pass from one Transect Zone to another should be adjusted accordingly.
- d. Bicycles are a sustainable and viable mode of transportation and recreation in the City of Miami. Bicycle use of Thoroughfares should be as follows: Bicycles and vehicles may share use of lanes on all Thoroughfares. Thoroughfares that have sufficient paving width to accommodate bicyclists' safety should include dedicated Bicycle Lanes. Greenways, waterfront walks and other Civic Spaces should include Bicycle usage .
- e. A City-wide bicycle plan may designate an interconnected network serving bicyclists with a series of marked routes that include Bicycle Lanes as well as Bicycle Routes that give bicycles priority, such as those Thoroughfares which parallel major corridors or include major corridors which can be reconfigured to limit conflicts between vehicles and bicycles.
- f. Pedestrian comfort should be a primary consideration of Thoroughfare design and dimensions. Design conflict between vehicular, bicycle and pedestrian movement should be decided in favor of the pedestrian.

3.8.2**Thoroughfares**

- a. The guidelines for Thoroughfares are as described in Article 8.
- b. The Thoroughfare network should be designed to prioritize connectivity, defining Blocks not exceeding an average perimeter length of 1,320 feet. The length shall be measured as the sum of Lot Frontage Lines. Thoroughfare closings should not be allowed; instead, traffic calming designs should be deployed to control traffic volume and speed.
- c. All Thoroughfares should terminate at other Thoroughfares, to form a network. Cul-de-sacs should be permitted only when supported by natural site conditions. Thoroughfares that provide View Corridors shall not be vacated.
- d. In T5 and T6 Zones, Public and Private Frontages should be coordinated with a single paving and landscape design as provided in Article 4, Table 6 and Article 8.

3.8.3**Public Frontages**

- a. Public Frontages should be designed as shown in Article 4, Table 6 and allocated within Transect Zones as specified in Article 4, Table 2.
- b. Within the Public Frontages, the arrangement of street trees and street lights should be as provided in Article 8.
- c. The Public Frontage in Transect Zones T1, T2 and T3 should include trees of various species, and

e. NRD Land Development Regulations

The requirements of this Code shall be effective in the NRD except as modified by the regulations of the revitalization plan and any proposed regulations or design guidelines adopted by the City Commission upon designation of the NRD. The ordinance designating the NRD shall be referenced in this Code, with any specific regulations and design guidelines of the NRD adopted by reference to this Code and maintained in the Planning and Zoning Department.

f. NRD-1 Wynwood Neighborhood Revitalization District

The Wynwood NRD-1, originally adopted by Ord. No. 13561, on September 24, 2015, is hereby amended and codified in Appendix J to this Code.

3.13**SUSTAINABILITY****3.13.1****General**

- a. Landscape requirements are as required in Article 9 of this Code and the City of Miami Tree Protection regulations of Chapter 17 of the City Code, except that where this Code is more restrictive than the Tree Protection regulations, this Code shall apply.
- b. All new Buildings of more than 50,000 square feet of Habitable Rooms or Habitable Space in the T5, T6, CI and CS zones shall be at a minimum certified as Silver by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards or equivalent standards adopted or approved by the City.
 1. At the time of Building Permit application, the owner shall submit:
 - (a) Proof of registration with the Green Building Certification Institute, or equivalent agency;
 - (b) A signed and sealed affidavit from a LEED Accredited Professional, or applicable designation, stating that the proposed Building is designed to achieve the required certification; and
 - (c) A LEED Scorecard, or equivalent document, identifying anticipated credits to be achieved.
 2. At the time of Certificate of Occupancy application, the owner shall submit:
 - (a) Proof of certification by the Green Building Certification Institute, or equivalent agency;
 - (b) A bond posted in a form acceptable to the City, in the amount indicated below;
 - (i) Two percent (2%) of the total cost of construction for a 50,000 - 100,000 square feet Building;
 - (ii) Three percent (3%) of the total cost of construction for a 100,001 - 200,000 square feet Building;
 - (iii) Four percent (4%) of the total cost of construction for any Building greater than 200,000 square feet; or

- (c) Proof of partial compliance from the Green Building Certification Institute, or applicable agency, which demonstrates the credits presently achieved. In addition, a prorated portion of the full bond amount, as indicated in subsection 2(b) above, shall be posted based on the number of remaining credits needed to meet minimum certification requirements. The bond amount to be posted shall be calculated as follows:

$$\text{(credits remaining for certification / credits required for certification)} \times \text{full bond amount} = \text{prorated bond amount}$$

3. Forfeiture of Bond

A bond under this Section 3.13.1 shall be forfeited to the City in the event that the Building does not meet the for LEED Silver certification or applicable certification. The City will draw down on the bond funds upon failure of the owner to submit proof of LEED Silver certification in a form acceptable to the City within one (1) year of the City’s issuance of the Certificate of Occupancy for the Building. If required certification is not achieved but a majority of the credits have been verified, the owner shall forfeit a portion of the bond based on any outstanding credits which shall be calculated as follows:

$$\text{(credits remaining for certification / credits required for certification)} \times \text{full bond amount} = \text{bond amount forfeited}$$

If the amount to be forfeited is greater than fifty percent (50%) of the full bond amount, the bond shall be forfeited in its entirety. Funds that become available to the City from the forfeiture of the bond shall be placed in the Miami 21 Public Benefits Trust Fund established by this Code.

- c. Affordable Housing Developments that qualify under Section 3.15, may elect to comply with the sustainability requirements promulgated by the Florida Housing Finance Corporation, or its successor agency, in lieu of the requirements set forth in Section 3.13.1.b above.
- d. The preservation of Natural Features of land such as trees, vegetation, geological, and other characteristics and the preservation of features of archaeological significance are declared to be in the public interest. Said preservation may justify the relaxation of Setbacks or required Off-street Parking by Waiver. The Zoning Administrator shall determine that the trees, vegetation, geological and other natural characteristic, or archaeological features are in the Buildable Area of the Site and not in Setback areas required for the development of the site.

3.13.2 Heat Island Effect

The intent of this section is to reduce the heat island effect in the City of Miami and to consequently reduce energy consumption and bills for buildings within the City.

- a. Applicability
In all Transect Zones, except T3, the provisions of this section are applicable to all new construction and to repair or replacement greater than fifty percent (50%) by area of existing roofs or site Hardscape. All repairs or replacement of existing roofing or Hardscape shall be reviewed by the Zoning Department for compliance with this section. The following portions of new or existing roofs are exempted from the requirements of section 3.13.2:

- (b) Exception. Where more than 50% of the total gross area of the low-sloped roof is covered with vegetation associated with an extensive or intensive green roof as defined by the US EPA, the remainder of the roof shall have a reflectance value of a minimum of 0.30 and the rooftop deck exception in section 3.13.2.a.1 applies.
- (c) Exception. Ballasted roofs with a minimum of 15 lbs/sq. ft. or ballast over the entire roof surface may have a reflectance value of a minimum of 0.30. For the purposes of this section, "ballast" shall mean river rock aggregate or larger, pavers or other means of weighing down a roofing membrane over a substrate to resist wind uplift.

2. Requirements for Steep Sloped Roofs

Roofing materials used in roofs with slopes of a rise greater than two (2) units in a horizontal length (2:12 pitch) ("steep-sloped") shall meet the following requirements:

- (a) Steep sloped roofs shall have an initial Solar Reflectance of 0.15 or greater.

3. Requirements for Roofs with Multiple Slopes

Roofs with multiple slopes shall be subject to those requirements applicable to the slope which covers the largest area of the building footprint.

g. Non-roof Requirements

1. Provide any combination of the following strategies for fifty percent (50%) of the site Hard-scape:
 - (a) Shade from solar panels or roofing materials with a Solar Reflectance of at least 0.30.
 - (b) Shade from trees within five (5) years of occupancy.
 - (c) Paving materials with a Solar Reflectance of at least 0.30.
 - (d) Pervious Pavement System.

OR

2. Place a minimum of fifty-percent (50%) of parking spaces under cover (defined as underground, under deck, under roof, or under building). Any roof used to shade or cover parking must have a Solar Reflectance of at least 0.30.

3.14

PUBLIC BENEFITS PROGRAM

The intent of the Public Benefits Program established in this section is to allow bonus Building Height and FLR in T6 Zones and bonus Building Height in D1 Zones in exchange for the developer's contribution to specified programs that provide benefits to the public.

3.14.1

The bonus Height and FLR shall be permitted if the proposed Development contributes toward the specified public benefits, above that which is otherwise required by this Code, in the amount and in the manner as set forth herein.

The bonus shall not be available to properties in a T6 Zone if the property abuts a T3 Zone or in a T6-8 Zone if the property abuts a CS Zone.

1. T6-8: eight Story maximum, bonus to twelve (12) Stories, FLR 5; bonus of twenty-five percent (25%)
2. T6-12: twelve (12) Story maximum, bonus to twenty (20) Stories, FLR 8, bonus of thirty percent (30%)
3. T6-24a: twenty-four (24) Story maximum, bonus to forty-eight (48) Stories, FLR 7, bonus of thirty percent (30%)
4. T6-24b: twenty-four (24) Story maximum, bonus to forty-eight (48) Stories, FLR 16, bonus of forty percent (40%)
5. T6-36a: thirty-six (36) Story maximum, bonus to sixty (60) Stories, FLR 12, bonus of forty percent (40%)
6. T6-36b: thirty-six (36) Story maximum, bonus up to sixty (60) Stories, FLR 22, bonus of forty percent (40%)
7. T6-48a: forty eight (48) Story maximum, bonus up to eighty (80) Stories, FLR 11, bonus of fifty percent (50%)
8. T6-48b: forty eight (48) Story maximum, bonus up to eighty (80) Stories, FLR 18, bonus of fifty percent (50%)
9. T6-60a: sixty (60) Story maximum, bonus up to unlimited Stories, FLR 11, bonus of fifty percent (50%)
10. T6-60b: sixty (60) Story maximum, bonus up to unlimited Stories, FLR 18, bonus of fifty percent (50%)
11. T6-80: eighty (80) Story maximum, bonus to unlimited Stories, FLR 24; bonus of fifty percent (50%).

Transect Zone Heights are fully described in Article 5.

In addition, certain other bonuses may be provided as follows:

11. An additional Story in a T5 zone that Abuts a D1 zone, for an equivalent square footage of Affordable/ Workforce Housing as described in Section 3.14.4. This shall not be applicable to properties Abutting T3 zones.
12. In T6 zones, additional Height and FLR for LEED certified Silver, Gold or Platinum Buildings as described in Section 3.14.4.
13. An additional Story in any zone for development of a Brownfield as described in Section 3.14.4.
14. In T6 zones additional Height and FLR for development that donates a Civic Space Type or Civil Support Use area to the City of Miami as described in Section 3.14.4.

3.14.2 Upon providing a binding commitment for the specified public benefits as provided in Section 3.14.3 below, the proposed development project shall be allowed to build within the restrictions of the specific Transect Zone, up to the bonus Height and FLR as established in this Section. The only square footage allowed above the maximum Height is that achieved through the bonus program.

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- c. Historic Preservation. Bonus Floor Area to the maximum bonus Height and FLR as described in Section 3.14.1 shall be allowed for additional square footage qualified under the city Transfer of Development Rights program established in Chapter 23, City Code.
- d. Green Building. In a T6 zone, additional Height and FLR shall be allowed for Buildings certified by the U.S. Green Building Council as follows:
 - 1. Silver: For Buildings under 50,000 sf, 2.0% of the floor lot ratio (FLR)
 - 2. Gold: 4.0% of the Floor Lot Ratio (FLR)
 - 3. Platinum: 13.0% of the Floor Lot Ratio (FLR)

Note: Standards equivalent to the USGBC, as adopted by the City, may alternatively apply.

If at the time the first Certificate of Occupancy is issued for the Building that received a public benefits bonus for a Green Building, the anticipated LEED certification has not been achieved, then the owner shall post a performance bond in a form acceptable to the City of Miami. The performance bond shall be determined based on the value of land per square foot of Building in the area of the City in which the proposed project is located, which may be adjusted from time to time based on market conditions. The methodology for determining the value of land per square foot of Building shall be maintained in the Planning Department. The City will draw down on the bond funds if LEED certification has not been achieved and accepted by the City within one year of the City issuance of the Certificate of Occupancy for the Building. Funds that become available to the City from the forfeiture of the performance bond shall be placed in the Miami 21 Public Benefits Trust Fund established by this Code.

- e. Brownfields. One additional Story of Height shall be permitted for redevelopment on a Brownfield Site as defined herein.
- f. Civic Space Types and Civil Support Uses. For a development project in a T6 zone that donates a Civic Space Types or Civil Support Uses on site to the City of Miami, an additional two square feet of area for each square foot of donated space or use, up to the bonus Height and FLR, shall be allowed.

3.14.5 No Building permit shall be issued for bonus Height and FLR until the Zoning Administrator has certified compliance with the provisions of this section, upon referral and assurance of compliance from applicable departments. Certification shall be made only after a certified check has been deposited and cleared to the Miami 21 Public Benefits Trust Fund or, for non cash contributions, a binding commitment has been approved by the City Manager. The cash contribution shall be nonrefundable.

3.15**AFFORDABLE AND ATTAINABLE MIXED-INCOME HOUSING SPECIAL BENEFIT PROGRAM SUPPLEMENTAL REGULATIONS**

The intent of the Affordable Housing special benefit program established in this section is to facilitate the development of high quality Affordable Housing in the City by providing development incentives, including, but not limited to, modifications of architectural/design standards and parking reductions.

3.15.1

As a pre-requisite to qualify as an Affordable Housing Development eligible for any of the special benefits described in Section 3.15, an applicant shall submit to the Office of Zoning:

- a. Certification by the City's Community and Economic Development Department that the pro-

posed Development will provide a minimum of eighty percent (80%) of the Dwelling Units (Multi-family or Elderly) as Affordable Housing serving residents at or below sixty percent (60%) of the area median income (AMI) as published by the United States Department of Housing and Urban Development annually; or that the proposed Development is a mixed-income building providing at least forty percent (40%) of the units as Affordable Housing serving residents at or below sixty percent (60%) of AMI or providing at least twenty percent (20%) of the units as Affordable Housing serving residents at or below fifty percent (50%) of AMI, is not restricted to elderly residents, and is located within a Residential Density Increase Area as set forth in Article 4, Diagram 9 of the Miami 21 Code;

- b. A recorded covenant running with the land acceptable to the City of Miami, confirming the property will meet the criteria in subsection (a) above for a period of no less than thirty (30) years from the date of the issuance of a final Certificate of Occupancy

3.15.2 As a pre-requisite to qualify as an Attainable Mixed-Income Housing Development eligible for any of the special benefits described in Section 3.15, an applicant shall submit to the Office of Zoning:

- a. Certification by the City's Community and Economic Development Department that the proposed Development will provide a minimum of forty percent (40%) of the Dwelling Units as Affordable Housing serving residents at or below sixty percent (60%) of AMI and the remainder of the Dwelling Units as Workforce Housing; or certification by the City's Community and Economic Development Department that the proposed Development will provide a minimum of twenty percent (20%) of the Dwelling Units as Affordable Housing serving residents at or below fifty percent (50%) of AMI and the remainder of the Dwelling Units as Workforce Housing.
- b. Verification that the proposed Development is within a quarter ($\frac{1}{4}$) mile of a Transit Corridor, or a half ($\frac{1}{2}$) mile of a TOD.
- c. A recorded covenant running with the land acceptable to the City of Miami, confirming the property will meet the criteria in subsection (a) above for a period of no less than thirty (30) years from the date of the issuance of a final Certificate of Occupancy, with two (2) automatic ten (10) year extensions that may be released by a vote of the City Commission.

3.15.3 Affordable and Attainable Mixed-Income Housing Developments that abut a T3 Zone are not eligible for the provisions in Section 3.15. Affordable and Attainable Mixed-Income Housing Developments that abut a T4 Zone shall require a Warrant for consideration under Section 3.15.

3.15.4 In place of any conflicting provisions elsewhere in this Code, Affordable and Attainable Mixed-Income Housing Developments may be developed in accordance with the following, subject to a Warrant:

- a. Height
 1. T5: Maximum building height of 75 feet with no limitation on the number of Stories;
 2. T6-8: Maximum building height of 125 feet with no limitation on the number of Stories;
 3. T6-12: Maximum building height of 240 feet with no limitation on the number of Stories;
- b. Parking may extend into the Second Layer above the first Story along all Frontages. The Façade of a parking garage that is not concealed behind a Habitable Liner shall be screened to conceal from view all internal elements including, but not limited to, vehicles, plumbing pipes, fans, ducts and all lighting. The size, location, and materials for such screening elements shall be reviewed by Waiver with referral to the Planning Department.

- c. Pedestrian or Vehicular Cross Block Passages shall not be required.
- d. Development Abutting two (2) or more Thoroughfares shall have only one (1) Principal Frontage and shall not be subject to the minimum Principal Frontage Line requirement. Determination of which Frontage is to serve as the Principal Frontage shall be made by the Planning Director upon request by the Zoning Administrator.
- e. Development shall not be subject to maximum Lot Area requirements.
- f. Development in T6 Zones shall be exempt from complying with the requirements contained in Sections 5.6.1 (h) and 5.6.2 (b).
- g. Setback requirements above the eighth floor may be modified by Waiver for Development in T6 Zones.

3.15.5 Parking requirements for those units that qualify as Affordable or Attainable Mixed-Income Housing may be reduced as stated below. The parking reductions below may be cumulative; however in no event shall parking be reduced by more than eighty percent (80%) of the spaces required.

- a. A thirty-five percent (35%) reduction in required parking is permitted by Right.
- b. Within a Transit Oriented Development (TOD), an additional reduction of fifteen percent (15%) of required parking is permitted by Right and an additional reduction of fifteen percent (15%) of required parking is permitted for Attainable Mixed-Income Housing Projects by Waiver.
- c. An additional reduction of up to fifteen percent (15%) of required parking may be permitted by Warrant, upon a showing that the reduction in off-street parking is justified in view of the nature and type of prospective occupancy and the economic circumstances involved, and that the impacts from such reduction are not likely to unduly burden traffic and parking facilities in the neighborhood.
- d. Parking for development proposals providing Housing for the Elderly may be reduced by Warrant to provide a maximum of one (1) parking space per every two (2) Dwelling Units provided as Elderly Housing, upon a showing that the reduction in off-street parking is justified in view of the nature and type of prospective occupancy and the economic circumstances involved, and that the impacts from such reduction are not likely to unduly burden traffic and parking facilities in the neighborhood.
- e. Affordable or Attainable Mixed-Income Housing Developments whose parking has been reduced under the terms set forth in Section 3.15 will continue to operate under the recorded covenant described in Subsection 3.15.1(b) or 3.15.2(b), until parking requirements applicable at the time of release are met.

3.15.6 In addition to the Development incentives listed above, Attainable Mixed-Income Housing projects shall be afforded Density bonuses as follows;

- a. Any Development that meets the criteria in Subsection 3.15.2 (a) and 3.15.2 (b) and provides a minimum of ten percent (10%) of the Dwelling Units as Extremely Low Income as defined herein shall be provided one (1) additional unit of Density per Attainable-Workforce Housing unit provided. The Development after the Density bonus shall maintain the affordable and workforce

housing mix described in 3.15.2 (a), and shall provide ten percent (10%) of the Dwelling Units as Extremely Low Income Housing for the entire Development.

- b. Any Development that meets the criteria in Subsection 3.15.2 (a) and 3.15.2 (b) and provides a minimum of five percent (5%) of the Dwelling Units as Extremely Low Income as defined herein shall be provided one half (1/2) additional unit of Density Attainable-Workforce Housing unit provided. The Development after the Density bonus shall maintain the affordable and workforce housing mix described in 3.15.2 (a), and shall provide five percent (5%) of the Dwelling Units as Extremely Low Income Housing for the entire Development

3.16**WORKFORCE HOUSING SPECIAL BENEFIT PROGRAM SUPPLEMENTAL REGULATIONS****3.16.1**

As a pre-requisite to qualify as an Attainable Workforce Housing Development eligible for any of the special benefits described in Section 3.16, an applicant shall submit to the Office of Zoning:

- a. Certification by the City's Community and Economic Development Department that the proposed Development will provide a minimum of twenty-five percent (25%) of the Dwelling Units as Workforce Housing serving residents above sixty percent (60%) of the area median income ("AMI") and at or below eighty percent (80%) of the AMI as published by the United States Department of Housing and Urban Development ("HUD") annually; that the proposed Development will provide a minimum of fifty percent (50%) of the Dwelling Units as Workforce Housing serving residents above eighty percent (80%) of the AMI and at or below one-hundred-twenty percent (120%) of the AMI as published by HUD annually; and the proposed Development will provide the remaining Dwelling Units as Workforce Housing serving residents above sixty percent (60%) of the AMI and at or below one-hundred-forty percent (140%) of the AMI as published by HUD annually;
- b. Verification that the proposed Development is within a quarter ($\frac{1}{4}$) mile from a Transit Corridor or a half ($\frac{1}{2}$) mile from a Transit Oriented Development ("TOD"); and
- c. A recorded covenant running with the land, in a form acceptable to the City Attorney, requiring the property meet the criteria in Subsection (a) above for a period of no less than thirty (30) years from the date of the issuance of a temporary or final Certificate of Occupancy, whichever is issued first.

3.16.2

Attainable Workforce Housing Developments that Abut a T3 Zone are not eligible for the provisions in Section 3.16. Attainable Workforce Housing Developments that abut a T4 Zone shall require a Warrant for consideration under Section 3.16.

3.16.3

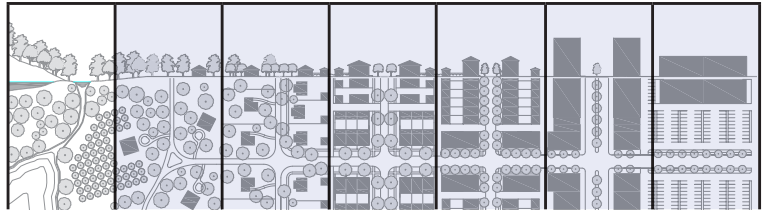
Notwithstanding any conflicting provisions elsewhere in this Code, Attainable Workforce Housing Developments may be developed in accordance with the following, subject to a Warrant:

a. Height

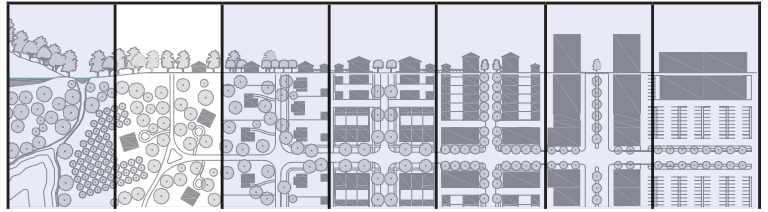
1. T5: Maximum building height of seventy-five (75) feet with no limitation on the number of Stories;
2. T6-8: Maximum building height of one hundred twenty-five (125) feet with no limitation on the number of Stories;
3. T6-12: Maximum building height of two hundred forty (240) feet with no limitation on the

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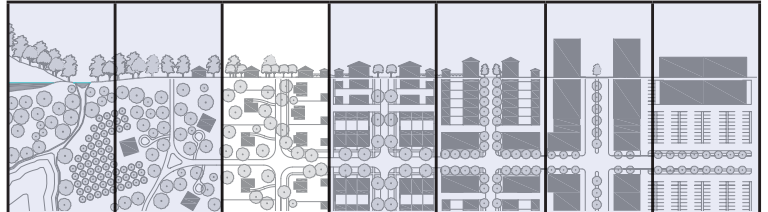
T1 **THE NATURAL ZONE** consists of lands approximating a wilderness condition, permanently set aside for conservation in an essentially natural state.



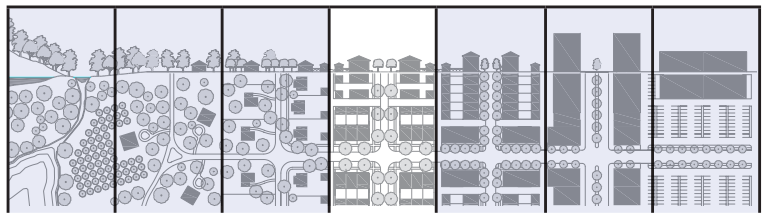
T2 **THE RURAL ZONE** consists of lands in open or cultivated state or sparsely settled. These include woodland, grassland and agricultural land.



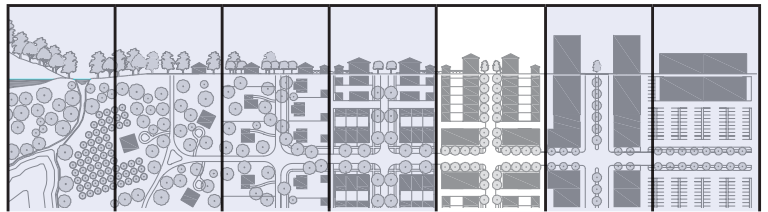
T3 **THE SUB-URBAN ZONE** consists of low-Density areas, primarily comprised of Single-Family and Two Family residential units with relatively deep Setbacks, Streetscapes with swales, and with or without Sidewalks. Blocks may be large and the roads may be of irregular geometry to accommodate natural and historic conditions.



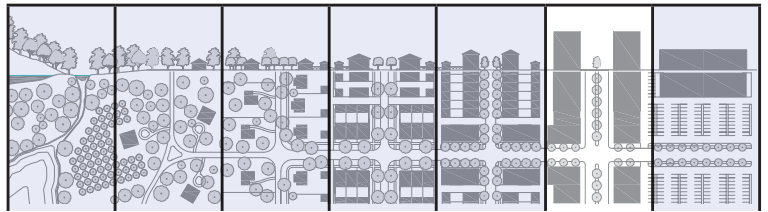
T4 **THE GENERAL URBAN ZONE** consists of a Mixed-Use but primarily residential urban fabric with a range of Building types including rowhouses, small apartment Buildings, and bungalow courts. Setbacks are short with an urban Streetscape of wide Sidewalks and trees in planters. Thoroughfares typically define medium-sized blocks.



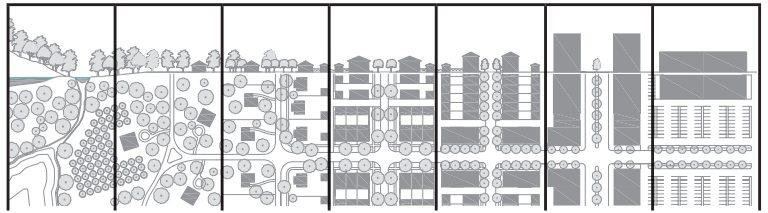
T5 **THE URBAN CENTER ZONE** consists of higher Density Mixed-Use Building types that accommodate retail and office Uses, rowhouses and apartments. A network of small blocks has Thoroughfares with wide Sidewalks, steady street tree planting and Buildings set close to the Frontages with frequent doors and windows.



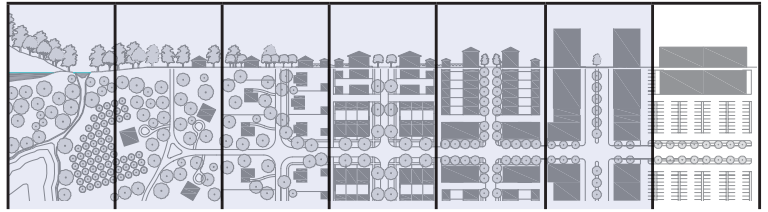
T6 **THE URBAN CORE ZONE** consists of the highest Density and greatest variety of Uses, including Civic Buildings of regional importance. A network of small blocks has Thoroughfares with wide Sidewalks, with steady tree planting and Buildings set close to the Frontage with frequent doors and windows.

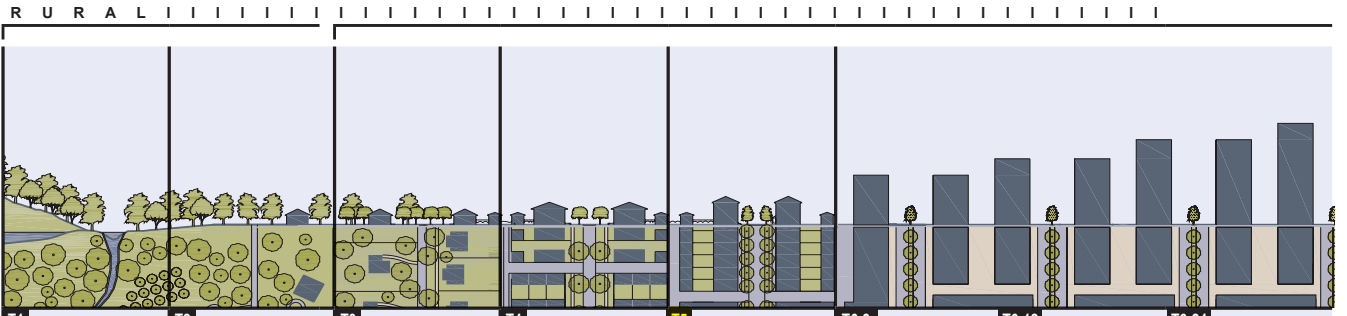


C **THE CIVIC ZONE** consists of public use space and facilities that may contrast in use to their surroundings while reflecting adjacent Setbacks and landscape.



D **THE DISTRICT ZONE** consists of the least regulated Building and accommodates commercial and industrial Uses of a scale and with a Streetscape that facilitate vehicular access.





LOT OCCUPATION	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6-8 URBAN CORE ZONES	T6-12 URBAN CORE ZONES	T6-24 URBAN CORE ZONES
a. Lot Area			5,000 s.f. min.	1,400 s.f. - 20,000 s.f. **	1,200 s.f. - 40,000 s.f.**	5,000 sf. min 40,000 s.f. max.**	5,000 sf. min. 70,000 s.f. max.**	5,000 sf. min. 100,000 s.f.max. **
b. Lot Width			50 ft. min.	16 ft. min / 50 ft. min.**	16 ft. min / 50 ft. min.**	50 ft. min.	50 ft. min.	50 ft. min.
c. Lot Coverage			50% max. 1st Floor 30% max. 2nd Floor for T3 R & T3L only	60% max.	80% max.	80% max.**	80% max.**	80% max.**
d. Floor Lot Ratio (FLR)						5 / 25% additional Public Benefit ***	8 / 30% additional Public Benefit ***	a. 7 / 30% additional Public Benefit or b.16 / 40% additional Public Benefit ***
e. Frontage at front Setback				50% min.	70% min.	70% min.	70% min.	70% min.
f. Green / Open Space Requirements			25% Lot Area min.	15% Lot Area min.	10% Lot Area min.	10% Lot Area min.	10% Lot Area min.	10% Lot Area min.
g. Density			9-18 du/acre max.**	36 du/acre max.	65 du/acre max.	150 du /acre *	150 du /acre *	150 du /acre *
BUILDING SETBACK								
a. Principal Front			20 ft. min.	10 ft. min.	10 ft. min.	10 ft. min.	10 ft. min.	10 ft. min.
b. Secondary Front			10 ft. min.	10 ft. min.	10 ft. min.	10 ft. min.	10 ft. min.	10 ft. min.
c. Side			5 ft. min.**	0 ft. min. / 5 ft. min.**	0 ft. min.**	0 ft. min.**	0 ft. min.**	0 ft. min.**
d. Rear			20 ft. min.	20 ft. min.	0 ft. min.**	0 ft. min.**	0 ft. min.**	0 ft. min.**
OUTBUILDING SETBACK								
a. Principal Front			20 ft. min. (T3 L only)	30 ft. min.				
b. Secondary Front			10 ft. min. (T3 L only)	10 ft. min.				
c. Side			5 ft. min. (T3 L only)	0 ft. min. / 5 ft. min.				
d. Rear			5 ft. min. (T3 L only)	5 ft. min.				
PRIVATE FRONTAGES								
a. Common Lawn			permitted	permitted	prohibited	prohibited	prohibited	prohibited
b. Porch & Fence			permitted	permitted	prohibited	prohibited	prohibited	prohibited
c. Terrace or L.C.			prohibited	permitted	prohibited	prohibited	prohibited	prohibited
d. Forecourt			prohibited	permitted	permitted	permitted	permitted	permitted
e. Stoop			prohibited	permitted	permitted	permitted	permitted	permitted
f. Shopfront			prohibited	permitted (T4 L, T4 O)	permitted (T5 L, T5 O)	permitted (T6-8 L, T6-8 O)	permitted (T6-12 L, T6-12 O)	permitted (T6-24 L, T6-24 O)
g. Gallery			prohibited	prohibited	permitted **	permitted **	permitted **	permitted **
h. Arcade			prohibited	prohibited	permitted **	permitted **	permitted **	permitted **
BUILDING HEIGHT (Stories)								
a. Principal Building			2 max.	3 max.	2 min. 5 max.	2 min. 8 max.	2 min. 12 max.	2 min. 24 max.
b. Outbuilding			2 max.	2 max.				
c. Benefit Height Abutting T6, T5 & T4 only					1 max.**	4 max.**	8 max.**	24 max.**
THOROUGHFARES								
a. HW & RR			permitted	prohibited	prohibited	prohibited	prohibited	prohibited
b. BV			permitted	permitted	permitted	permitted	permitted	permitted
c. SR			permitted	permitted	prohibited	permitted	permitted	permitted
d. RS			permitted	permitted	prohibited	permitted	permitted	permitted
e. SS & AV			prohibited	prohibited	permitted	permitted	permitted	permitted
f. CS & AV			prohibited	prohibited	permitted	permitted	permitted	permitted
g. Rear Lane			permitted	permitted	prohibited	prohibited	prohibited	prohibited
h. Rear Alley			permitted	permitted	permitted	permitted	permitted	permitted
i. Path			permitted	permitted	prohibited	prohibited	prohibited	prohibited
j. Passage			permitted	permitted	permitted	permitted	permitted	permitted
k. Bicycle Path			permitted	permitted	permitted	permitted	permitted	permitted
l. Bicycle Lane			permitted	permitted	permitted	permitted	permitted	permitted
m. Bicycle Route			permitted	permitted	permitted	permitted	permitted	permitted
n. Sharrow			prohibited	permitted	permitted	permitted	permitted	permitted
o. Priority Bicycle Route			permitted	permitted	prohibited	permitted	permitted	permitted

* Or as modified in Diagram 9

** Note: Refer to Article 5 for Specific Transect Zone Regulations

*** Note: Bonus shall not be available for T6 properties abutting T3 properties (refer to Article 3)

	T3 SUB-URBAN			T4 URBAN GENERAL			T5 URBAN CENTER			T6 URBAN CORE			C CIVIC			D DISTRICTS		
	R	L	O	R	L	O	R	L	O	R	L	O	CS	CI	CI-HD	D1	D2	D3
DENSITY (UNITS PER ACRE)	9	9	18	36	36	36	65	65	65	150*	150*	150*	N/A	AZ**	150*	36	N/A	N/A
RESIDENTIAL																		
SINGLE FAMILY RESIDENCE	R	R	R	R	R	R	R	R	R	R	R	R						
COMMUNITY RESIDENCE	R	R	R	R	R	R	R	R	R	R	R	R			R			
ANCILLARY UNIT		R		R	R	R												
TWO FAMILY RESIDENCE			R	R	R	R	R	R	R	R	R	R						
MULTI FAMILY HOUSING				R	R	R	R	R	R	R	R	R			R			
DORMITORY				E	E		R	R	R	R	R	R	E	R				
HOME OFFICE	R	R	R	R	R	R	R	R	R	R	R	R			R			
LIVE - WORK				R	R		R	R		R	R				R			
WORK - LIVE															R	R		
LODGING																		
BED & BREAKFAST				W	R	R	E	R	R	E	R	R			R	R		
INN						R	R	R		E	R	R			R	R		
HOTEL							R	R		R	R	R			R			
OFFICE																		
OFFICE				R	R		R	R		R	R		E	R		R	R	W
COMMERCIAL																		
AUTO-RELATED COMMERCIAL ESTAB.									W		W	W				R	R	
ENTERTAINMENT ESTABLISHMENT						R	W	R		R	R					R	R	
ENTERTAINMENT ESTAB. - ADULT																R		
FOOD SERVICE ESTABLISHMENT				R	R		R	R		W	R	R	W	E	R	R	R	W
ALCOHOL BEVERAGE SERVICE ESTAB.				E	E		E	E		E	E	E			E	E	E	E
GENERAL COMMERCIAL				R	R		R	R		W	R	R	E	E	R	R	R	W
MARINE RELATED COMMERCIAL ESTAB.							W	W			W	W	E			R	R	R
OPEN AIR RETAIL							W	W			W	W	W	E	R	R	R	W
PLACE OF ASSEMBLY							R	R		E	R	R		E	E	R	R	W
RECREATIONAL ESTABLISHMENT							R	R		R	R	R	E	R		R	R	W
CIVIC																		
COMMUNITY FACILITY					W	W		W	W		W	W	W	E	W	R	R	
RECREATIONAL FACILITY	E	E	E	E	R	R	E	R	R	E	R	R	W	E	W	R	R	
RELIGIOUS FACILITY	E	E	E	E	R	R	E	R	R	E	R	R	W	E	R	R	R	W
REGIONAL ACTIVITY COMPLEX												E	E	E				
CIVIL SUPPORT																		
COMMUNITY SUPPORT FACILITY					W	W		W	W		W	W		E	E	R	R	W
INFRASTRUCTURE AND UTILITIES	W	W	W	W	W	W	W	W	W	W	W	W	W	E	W	W	R	W
MAJOR FACILITY														E	R	E	E	E
MARINA				E	W	W	E	W	W	E	W	W	R	E		R	R	R
PUBLIC PARKING					W	W	E	W	W	E	W	W		E	R	R	R	W
RESCUE MISSION														E	R	E	W	W
TRANSIT FACILITIES					W	W	E	W	W	E	W	W		E	R	R	R	W
EDUCATIONAL																		
CHILDCARE				E	W	W	E	W	W	W	W	W	E	E	R	E		
COLLEGE / UNIVERSITY								W	W		W	W		E	R	E		
ELEMENTARY SCHOOL	E	E	E	E	E	E	E	W	W	E	W	W		E	R	E		
LEARNING CENTER					E	E		R	R		R	R	E	E	R	E		
MIDDLE / HIGH SCHOOL	E	E	E	E	E	E	E	W	W	E	W	W		E	R	E		
PRE-SCHOOL	E	E	E	E	E	E	E	R	R	E	R	R		E	R	E		
RESEARCH FACILITY					R	R		R	R		R	R		E	R	R	R	W
SPECIAL TRAINING / VOCATIONAL						E		W	W		W	W		E	R	R	R	W
INDUSTRIAL																		
AUTO-RELATED INDUSTRIAL ESTBL.																R	R	W
MANUFACTURING AND PROCESSING																R	R	W
MARINE RELATED INDUSTRIAL ESTBL.																R	R	R
PRODUCTS AND SERVICES																R	R	W
STORAGE/ DISTRIBUTION FACILITY																R	R	W

R Allowed By Right

W Allowed By Warrant: Administrative Process - CRC (Coordinated Review Committee)

E Allowed By Exception: Public Hearing - granted by PZAB (Planning, Zoning & Appeals Board)

Boxes with no designation signify Use prohibited.

Uses may be further modified by Supplemental Regulations, State Regulations, or other provisions of this Code. See City Code Chapter 4 for regulations related to Alcohol Beverage Service Estab.

* Additional densities in some T6 zones are illustrated in Diagram 9.

** AZ: Density of lowest Abutting Zone

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	65 UNITS PER ACRE	65 UNITS PER ACRE	65 UNITS PER ACRE
RESIDENTIAL	<p>Residential Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1.5 parking spaces per Dwelling Unit. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units. • Adult Family-Care Homes - Minimum 1 space per staff member and 1 space per 4 residents. • Community Residence - Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s). • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Loading - See Article 4, Table 5 	<p>Residential Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1.5 parking spaces per Dwelling Unit. • Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units. • Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit. • Adult Family-Care Homes - Minimum 1 space per staff member and 1 space per 4 residents. • Community Residence - Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s). • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Residential Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1.5 parking spaces per Dwelling Unit. • Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units. • Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit. • Adult Family-Care Homes - Minimum 1 space per staff member and 1 space per 4 residents. • Community Residence - Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s). • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5
LODGING	<p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional visitor parking space for every 10 lodging units. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional visitor parking space for every 10 lodging units. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional visitor parking space for every 10 lodging units. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	65 UNITS PER ACRE	65 UNITS PER ACRE	65 UNITS PER ACRE
OFFICE		<p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> The first and second Story of the Principal Building and Office and Commercial Uses shall be less than 25% Building floor area total. Minimum of 3 parking spaces for every 1,000 square feet of office use. Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5 	<p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> Minimum of 3 parking spaces for every 1,000 square feet of office use. Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5
COMMERCIAL		<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> The first and second Story of the Principal Building and Office and Commercial Uses shall be less than 25% Building floor area total. A maximum area of 55,000 square feet per establishment. Minimum of 3 parking spaces for every 1,000 square feet of commercial use. Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5 	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> A maximum area of 55,000 square feet per establishment, except for Public Storage Facilities. Minimum of 3 parking spaces for every 1,000 square feet of commercial use, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5, except for Public Storage Facilities. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5 Commercial Auto-related, Drive-Thru or Drive-In Facilities - See Article 6.

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	65 UNITS PER ACRE	65 UNITS PER ACRE	65 UNITS PER ACRE
CIVIC	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5
CIVIL SUPPORT	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 800 square feet of Civil Support Use. • Minimum of 1 parking space for every 5 seats of assembly use. • Minimum of 1 parking space for every 5 slips of marine use. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Loading - See Article 4, Table 5 	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 1000 square feet of Civil Support Use. • Minimum of 1 parking space for every 5 seats of assembly use. • Minimum of 1 parking space for every 5 slips of marine use. • Adult Daycare- Minimum of 1 space per staff member. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 1000 square feet of Civil Support Use. • Minimum of 1 parking space for every 5 seats of assembly use. • Minimum of 1 parking space for every 5 slips of marine use. • Adult Daycare- Minimum of 1 space per staff member. • Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	65 UNITS PER ACRE	65 UNITS PER ACRE	65 UNITS PER ACRE
EDUCATIONAL	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 square feet of Educational Use. • Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12. • Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Parking ratio may be reduced within ½ mile radius of TOD or within ¼ mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Loading - See Article 4, Table 5 	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 square feet of Educational Use. • Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University. • Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Parking ratio may be reduced within ½ mile radius of TOD or within ¼ mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 square feet of Educational Use. • Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University. • Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Parking ratio may be reduced within ½ mile radius of TOD or within ¼ mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading- Refer to Article 4, Table 5

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	150 UNITS PER ACRE *	150 UNITS PER ACRE *	150 – 1,000 UNITS PER ACRE *
RESIDENTIAL	<p>Residential Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1.5 parking spaces per Dwelling Unit. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units. • Adult Family-Care Homes - Minimum 1 space per staff member and 1 space per 4 residents. • Community Residence - Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s). • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • In T6-60 & T6-80, parking for residential Uses located within 1,000 feet of a Metrorail or Metromover station shall not be required. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Residential Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1.5 parking spaces per Dwelling Unit. • Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units. • Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit. • Adult Family-Care Homes- Minimum 1 space per staff member and 1 space per 4 residents. • Community Residence- Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s). • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • In T6-60 & T6-80, parking for residential Uses located within 1,000 feet of a Metrorail or Metromover station shall not be required. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Residential Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1.5 parking spaces per Dwelling Unit. • Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units. • Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit. • Adult Family-Care Homes- Minimum 1 space per staff member and 1 space per 4 residents. • Community Residence- Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s). • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • In T6-60 & T6-80, parking for residential Uses located within 1,000 feet of a Metrorail or Metromover station shall not be required. • Parking may be provided by ownership or lease offsite within 1000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5
LODGING	<p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional visitor parking space for every 10 lodging units. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional visitor parking space for every 10 lodging units. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional visitor parking space for every 15 lodging units. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5

* Or as modified in Diagram 9

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	150 UNITS PER ACRE *	150 UNITS PER ACRE *	150 UNITS PER ACRE *
OFFICE		<p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> The Building area allowed for office use on each lot is limited to four Stories of the Principal Building and Office and Commercial Uses shall be less than 25% of Building floor area total. Minimum of 3 parking spaces for every 1,000 square feet of office use. In T6-24, T6-36 and T6-48 a minimum of 1 parking space for every 800 square feet of office use shall be provided In T6-60 and T6-80, a minimum of 1 parking space for every 1,000 square feet of office use shall be provided Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5 	<p>Office Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> Minimum of 3 parking spaces for every 1,000 square feet of office use. In T6-24, T6-36 and T6-48, a minimum of 1 parking space for every 800 square feet of office use shall be provided In T6-60 and T6-80, a minimum of 1 parking space for every 1,000 square feet of office use shall be provided Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5
COMMERCIAL	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> Commercial establishments limited to a maximum area of 4,000 square feet each and shall be less than 25% building floor area total. The Building area allowed for commercial use on each lot is limited to the first two Stories of the Principal Building. Minimum of 3 parking spaces for every 1,000 square feet of commercial use. Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Loading - See Article 4, Table 5 	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> The Building area allowed for Commercial Use on each lot is limited to two Stories of the Principal Building and Office and Commercial Uses shall be less than 25% of Building floor area total. A maximum area of 55,000 square feet per establishment. Minimum of 3 parking spaces for every 1,000 square feet of commercial use. Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5 	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> A maximum area of 55,000 square feet per establishment, except for Public Storage Facilities. Minimum of 3 parking spaces for every 1,000 square feet of commercial use, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5, except for Public Storage Facilities. Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. Auto-related - Drive-Thru or Drive-In Facilities - See Article 6. Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. Loading - See Article 4, Table 5

* Or as modified in Diagram 9

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	150 UNITS PER ACRE *	150 UNITS PER ACRE *	150 UNITS PER ACRE *
CIVIC	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Loading - See Article 4, Table 5 	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5
CIVIL SUPPORT	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 800 square feet of Civil Support Use; or • Minimum of 1 parking space for every 5 seats of assembly use; or • Minimum of 1 parking space for every 5 slips of marine use; or • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Loading - See Article 4, Table 5 	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 1000 square feet of Civil Support Use. • Minimum of 1 parking space for every 5 seats of assembly use. • Minimum of 1 parking space for every 5 slips of marine use. • Adult Daycare - Minimum of 1 space per staff member. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 1000 square feet of Civil Support Use. • Minimum of 1 parking space for every 5 seats of assembly use. • Minimum of 1 parking space for every 5 slips of marine use. • Adult Daycare - Minimum of 1 space per staff member. • Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5

* Please refer to Diagram 9

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	150 UNITS PER ACRE *	150 UNITS PER ACRE *	150 UNITS PER ACRE *
EDUCATIONAL	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 square feet of Educational Use. • Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12. • Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Loading - See Article 4, Table 5 	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 square feet of Educational Use. • Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University. • Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 square feet of Educational Use. • Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University. • Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5

CS – CIVIC SPACE		CI – CIVIC INSTITUTION	CI-HD – CIVIC INSTITUTION HEALTH DISTRICT
DENSITY (UPA)	N/A	DENSITY OF ABUTTING ZONE	150 UNITS PER ACRE
RESIDENTIAL		<p>Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> Density and all intensity, parking and loading regulations to match that of the most restrictive Abutting zone. 	<ul style="list-style-type: none"> Minimum of 1 parking space for every 800 square feet of Residential Use. Loading - See Article 4, Table 5
LODGING			<ul style="list-style-type: none"> Minimum of 1 parking space for every 800 square feet of Residential Use. Loading - See Article 4, Table 5
OFFICE		<p>Office Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> Minimum of 3 parking spaces for every 1,000 square feet of Office Use. Minimum of one Bike space for every 20 vehicular spaces required (before any reductions). Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking ratio may be reduced according to the shared parking standard. Parking may be provided offsite in CI, D, T5 or T6 within 500 feet through a parking management plan/zone. 	<ul style="list-style-type: none"> Minimum of 1 parking space for every 800 square feet of Office Use. Loading - See Article 4, Table 5
COMMERCIAL	<p>Commercial Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> Minimum of 3 parking spaces for every 1,000 sf of commercial space. Minimum of one Bike space for every 20 vehicular spaces required (before any reductions). Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking ratio may be reduced according to the shared parking standard. Loading - See Article 4, Table 5. Loading needs, including maneuvering, shall be accommodated on site. 	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> Building area allowed for Commercial Use on each lot shall be less than 25% Building floor area total. Minimum of 3 parking spaces for every 1,000 sf of commercial space Minimum of 1 parking space for every 7 seats in a Major Sports Facility Minimum of one Bike space for every 20 vehicular spaces required (before any reductions). Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. Parking ratio may be reduced according to the shared parking standard. Parking ratio may be reduced for Major Sports Facility within 1 mile of a Metrorail, Metromover Station, or mass transit facility by up to 10%. Loading - See Article 4, Table 5 Loading needs, including maneuvering, shall be accommodated on site. 	<ul style="list-style-type: none"> Minimum of 1 parking space for every 800 square feet of Commercial Use. Loading - See Article 4, Table 5

	CS – CIVIC SPACE	CI – CIVIC INSTITUTION	CI-HD – CIVIC INSTITUTION HEALTH DISTRICT
DENSITY (UPA)	N/A	DENSITY OF ABUTTING ZONE	150 UNITS PER ACRE
CIVIC	<p>Civic Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 sf of exhibition or recreation space, and parking spaces for other Uses as required. • Minimum of 1 parking space for every staff member for recreational uses. • Minimum of 1 parking space for every 500 sf of Building area for recreational uses. • Minimum of one Bike space for every 20 vehicular spaces required (before any reductions). • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided offsite in CI, D, T5 or T6 within 500 feet through a parking management plan/zone. 	<p>Civic Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 sf of exhibition or recreation space, and parking spaces for other Uses as required. • Minimum of 1 parking space for every staff member for recreational uses. • Minimum of 1 parking space for every 500 sf of Building area for recreational uses. • Minimum of one Bike space for every 20 vehicular spaces required (before any reductions). • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided offsite in CI, D, T5 or T6 within 500 feet through a parking management plan/zone. 	<ul style="list-style-type: none"> • Minimum of 1 parking space for every 800 square feet of Civic Use. • Loading - See Article 4, Table 5
CIVIL SUPPORT	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • For Civil Support, a minimum of 1 parking space for every 1,000 sf. • For Marine Uses, a minimum of 1 parking space for every 5 slips. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. 	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • For Civil Support, a minimum of 1 parking space for every 1,000 sf. • For Assembly uses, a minimum of 1 parking space for every 5 seats. • For Marine Uses, a minimum of 1 parking space for every 5 slips. • Adult Daycare - Minimum of 1 space per staff member and 1 space for owner. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. 	<ul style="list-style-type: none"> • Minimum of 1 parking space for every 800 square feet of Civil Support Use. • Loading - See Article 4, Table 5
EDUCATIONAL	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 sf of educational space • Minimum of one Bike space for every 20 vehicular spaces required (before any reductions). • Childcare Facilities - Minimum of 1 space per staff member, 1 space for owner and 1 drop-off space for every 10 clients cared for. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. 	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 sf of educational space • Schools - Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University. • Childcare Facilities - Minimum of 1 space per staff member, 1 space for owner and 1 drop-off space for every 10 clients cared for. • Minimum of one Bike space for every 20 vehicular spaces required (before any reductions). • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. 	<ul style="list-style-type: none"> • Minimum of 1 parking space for every 800 square feet of Educational Use. • Loading - See Article 4, Table 5

	D1 - WORK PLACE	D2 - INDUSTRIAL	D3 - WATERFRONT INDUSTRIAL
DENSITY (UPA)	36 UNITS PER ACRE	N/A	N/A
RESIDENTIAL	<p>Residential Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space per Dwelling Unit. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Loading - See Article 4, Table 5 		
LODGING	<p>Lodging Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional parking space for every 10 lodging units for visitors. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1,000 feet by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 5 		
OFFICE	<p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 3 parking spaces for every 1,000 sf of office space. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 3 parking spaces for every 1,000 sf of office space. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 3 parking spaces for every 1,000 sf of office space. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5

	D1 - WORK PLACE	D2 - INDUSTRIAL	D3 - WATERFRONT INDUSTRIAL
DENSITY (UPA)	36 UNITS PER ACRE	N/A	N/A
COMMERCIAL	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 3 parking spaces for every 1,000 sf of commercial space, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Drive-Thru or Drive-In Facilities - Refer to Article 6. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 3 parking spaces for every 1,000 sf of commercial space, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Drive-Thru or Drive-In Facilities - Refer to Article 6. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 3 parking spaces for every 1,000 sf of commercial space, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Drive-Thru or Drive-In Facilities - Refer to Article 6. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5
CIVIC	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 sf of exhibition or recreation space, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 sf of exhibition or recreation space, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 sf of exhibition or recreation space, and parking spaces for other Uses as required. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5

	D1 - WORK PLACE	D2 - INDUSTRIAL	D3 - WATERFRONT INDUSTRIAL
DENSITY (UPA)	36 UNITS PER ACRE	N/A	N/A
CIVIL SUPPORT	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 1,000 sf. of Civil Support Use. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Minimum of 1 parking space for every 5 seats for assembly uses. • Minimum of 1 parking space for every 5 slips for marine Uses. • Adult Daycare - Minimum of 1 space per staff member. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 1,000 sf. of Civil Support Use. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Minimum of 1 parking space for every 5 seats for assembly uses. • Minimum of 1 parking space for every 5 slips for marine Uses. • Adult Daycare - Minimum of 1 space per staff member. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 1 parking space for every 1,000 sf. of Civil Support Use. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Minimum of 1 parking space for every 5 seats for assembly uses. • Minimum of 1 parking space for every 5 slips for marine Uses. • Adult Daycare - Minimum of 1 space per staff member. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5
EDUCATIONAL	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 sf of educational Use. • Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 sf of educational Use. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of 2 parking spaces for every 1,000 sf of educational Use. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5

	D1 - WORK PLACE	D2 - INDUSTRIAL	D3 - WATERFRONT INDUSTRIAL
DENSITY (UPA)	36 UNITS PER ACRE	N/A	N/A
INDUSTRIAL	<p>Industrial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Please refer to Article 6 for additional specific requirements. • Minimum of 1 parking spaces for every 1,000 sf of Industrial Use, except for Commercial Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Industrial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Please refer to Article 6 for additional specific requirements. • Minimum of 1 parking spaces for every 1,000 sf of Industrial Use, except for Commercial Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5 	<p>Industrial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> • Please refer to Article 6 for additional specific requirements. • Minimum of 1 parking spaces for every 1,000 sf of Industrial Use, except for Commercial Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces. • Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities. • Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. • Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Waiver; by up to fifty percent (50%) by process of Waiver and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less. • Parking may be provided by ownership or lease offsite within 1000 feet and in Transect Zone D by process of Waiver. • Loading - See Article 4, Table 5

SHARED PARKING STANDARDS		
SHARING FACTOR		
Function	with	Function
RESIDENTIAL		RESIDENTIAL
LODGING		LODGING
OFFICE		OFFICE
COMMERCIAL		COMMERCIAL

The shared Parking Standards Table provides the method for calculating shared parking for buildings with more than one Use type. It refers to the parking requirements that appear in Table 4.

The parking required for any two Functions on a Lot is calculated by dividing the number of spaces required by the lesser of the two uses by the appropriate factor from this Table and adding the result to the greater use parking requirement.

For instance: for a building with a Residential Use requiring 100 spaces and a Commercial Use requiring 20 spaces, the 20 spaces divided by the sharing factor of 1.2 would reduce the total requirement to 100 plus 17 spaces. For uses not indicated in this chart on a mixed use lot a sharing factor of 1.1 shall be allowed. Additional sharing is allowed by Warrant.

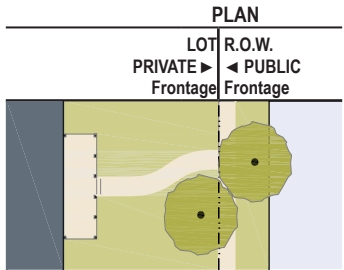
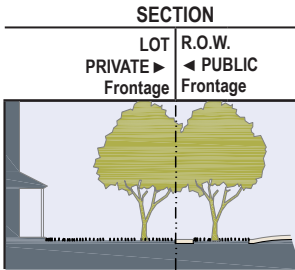
OFF-STREET PARKING STANDARDS			
ANGLE OF PARKING	ACCESS AISLE WIDTH		
	ONE WAY TRAFFIC SINGLE LOADED	ONE WAY TRAFFIC DOUBLE LOADED	TWO WAY TRAFFIC DOUBLE LOADED
90	23 ft	23 ft	23 ft
60	12.8 ft	11.8 ft	19.3 ft
45	10.8 ft	9.5 ft	18.5 ft
Parallel	10 ft	10 ft	20 ft

Standard stall: 8.5 ft x 18 ft minimum

- Driveways shall have a minimum of 10 feet of paved width of a one-way drive and 20 feet for a two-way drive for parking area providing 10 or more stalls.
- Pedestrian entrances shall be at least 3 feet from stall, driveway or access aisle.
- Allowable slopes, paving, and drainage as per Florida Building Code.
- Off-street Parking facilities shall have a minimum vertical clearance of 7 feet. Where such a facility is to be used by trucks or loading Uses, the minimum clearance shall be 12 feet Residential and 15 feet Commercial and Industrial.
- Ingress vehicular control devices shall be located so as to provide a minimum driveway of 20 feet in length between the Base Building Line and dispenser.
- For requirements of parking lots, refer to Article 9 and the City of Miami Off-street Parking Guides and Standards.

LOADING BERTH STANDARDS	T5, T6, CS, CI-HD & CI	DISTRICT	NOTES
RESIDENTIAL*	From 25,000 sf to 500,000 sf Berth Size Loading Berths 420 sf 1 per first 100 units 200 sf 1 per each additional 100 units or fraction of 100.		Berth Types Residential*: 200 sf = 10 ft x 20 ft x 12 ft Commercial**: 420 sf = 12 ft x 35 ft x 15 ft Industrial***: 660 sf = 12 ft x 55 ft x 15 ft * Residential loading berths shall be set back a distance equal to their length. ** 1 Commercial berth may be substituted by 2 Residential berths *** 1 Industrial berth may be substituted by 2 Commercial berths. A required Industrial or Commercial loading berth may be substituted by a Commercial or Residential loading berth, by Waiver, if the size, character, and operation of the Use is found to not require the dimensions specified and the required loading berth dimension could not otherwise be provided according to the regulations of this Code.
	Greater than 500,000 sf Berth Size Loading Berths 660 sf 1 per first 100 units 200 sf 1 per each additional 100 units or fraction of 100.		
LODGING	From 25,000 sf to 500,000 sf Berth Size Loading Berths 420 sf 1 per 300 rooms 200 sf 1 per 100 rooms	From 25,000 sf to 500,000 sf Berth Size L o a d i n g Berths 420 sf 1 per 300 rooms 200 sf 1 per 100 rooms	
	Greater than 500,000 sf Berth Size Loading Berths 660 sf 1 per 300 rooms 200 sf 1 per 100 rooms	Greater than 500,000 sf Berth Size L o a d i n g Berths 660 sf 1 per 300 rooms 200 sf 1 per 100 rooms	
OFFICE COMMERCIAL** INDUSTRIAL***	From 25,000 sf to 500,000 sf Berth Size Loading Berths Area 420 sf 1st 25K sf - 50K sf 420 sf 2nd 50K sf - 100K sf 420 sf 3rd 100K sf - 250K sf 420 sf 4th 250K sf - 500K sf	From 25,000 sf to 500,000 sf Berth Size L o a d i n g Berths Area 420 sf 1st 25K sf - 50K sf 420 sf 2nd 50K sf - 100K sf 420 sf 3rd 100K sf - 250K sf 420 sf 4th 250K sf - 500K sf	
	Greater than 500,000 sf Berth Size Loading Berths Area 660 sf 1 / 500K sf	Greater than 500,000 sf Berth Size Loading Berths Area 660 sf 1 / 500K sf	

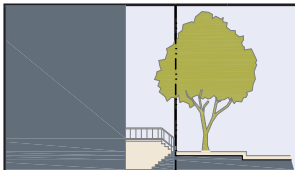
a. Common Lawn: a Frontage wherein the Façade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The Setback can be densely landscaped to buffer from higher speed Thoroughfares.



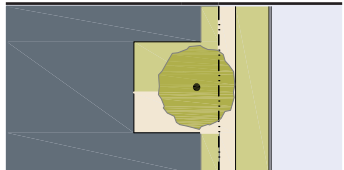
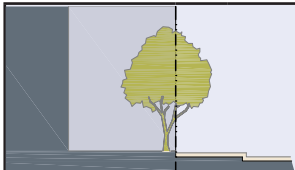
b. Porch & Fence: a Frontage wherein the Façade is set back from the Frontage Line with an attached Porch permitted to encroach. A fence at the Frontage Line maintains the demarcation of the yard while not blocking view into the front yard.



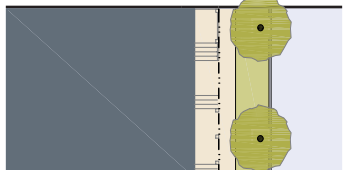
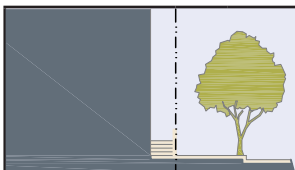
c. Terrace or Light Court: a Frontage wherein the Façade is set back from the Frontage Line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The raised terrace is suitable for outdoor cafes.



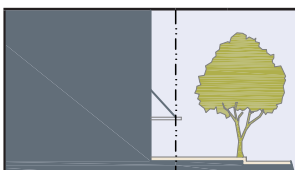
d. Forecourt: a Frontage wherein a portion of the Façade is close to the Frontage Line with a portion set back. The forecourt with a large tree offers visual and environmental variety to the urban Streetscape. The Forecourt may accommodate a vehicular drop off.



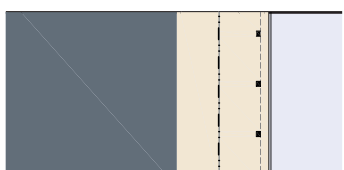
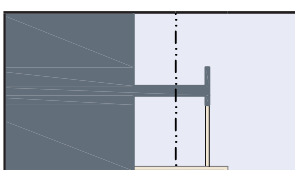
e. Stoop: a Frontage wherein the Façade is aligned close to the Frontage Line with the first Story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential Use.



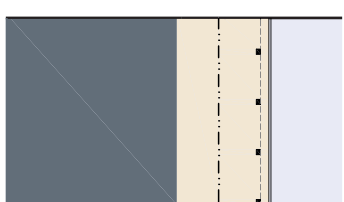
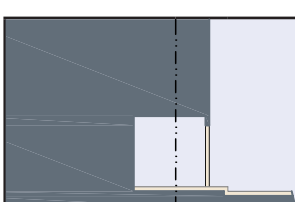
f. Shopfront: a Frontage wherein the Façade is aligned close to the Frontage Line with the Building entrance at sidewalk grade. This type is conventional for retail Use. It has substantial glazing at the sidewalk level and an Awning that may overhang the sidewalk.



g. Gallery: a Frontage wherein the Façade is aligned close to the Frontage Line with an attached cantilevered or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail Use. The Gallery shall be no less than 15' feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Permitted by Special Area Plan.



h. Arcade: a Frontage wherein the Façade includes a colonnade that overlaps the sidewalk, while the Façade at sidewalk level remains at the Frontage Line. This type is conventional for retail Use. The arcade shall be no less than 15' feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Permitted by Special Area Plan.



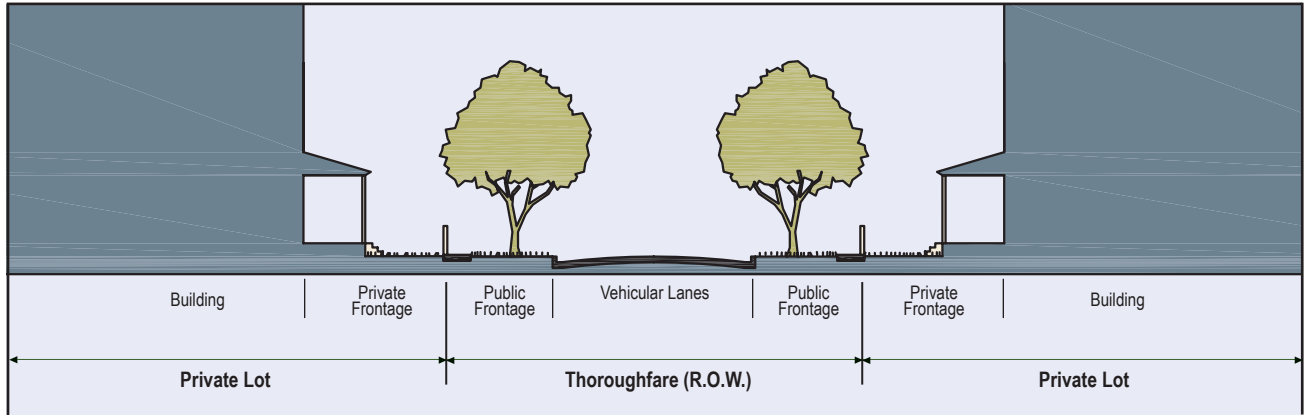
AS ADOPTED - JANUARY 2018

This table describes the standards for areas zoned as Civic Space (CS) and for Public Parks and Open Space provided by the Public Benefits Program. Civic Space Types should be at the ground level, landscaped and/or paved, open to the sky and shall be open to the public. Civic Space Types may be publicly or privately owned. Open Space requirements for each zone are described in Article 5.

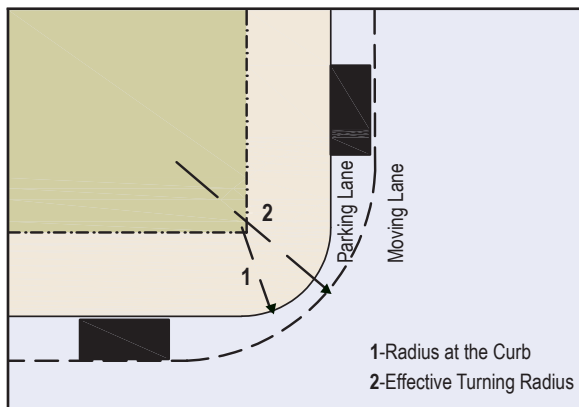
<p>a. Park: A natural preserve available for unstructured and structured recreation programs. A Park may be independent of surrounding Building Frontages. Its landscape may be naturalistic and consist of paths and trails, meadows, woodland, sports fields and open shelters. Parks may be Conservation Areas, preserving natural conditions and their size may vary.</p>	
<p>b. Green: An Open Space, available for unstructured recreation programs. A Green may be spatially defined by landscaping rather than Building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be one acre and the maximum shall be 4 acres.</p>	
<p>c. Square: An Open Space available for unstructured recreation programs and civic purposes. A square is spatially defined by Building Frontages with streets on at least one Frontage. Its landscape shall consist of pavement, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/3 acre and the maximum shall be 2 acres.</p>	
<p>d. Plaza: An Open Space available for civic purposes and programmed activities. A Plaza shall be spatially defined by Building Frontages and may include street Frontages. Its landscape shall consist primarily of pavement and trees. Plazas shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/8 acre and the maximum shall be 2 acres.</p>	
<p>e. Courtyard / Garden: An Open Space spatially defined by Buildings and street walls, and visually accessible on one side to the street.</p>	
<p>f. Playground: An Open Space designed and equipped for the recreation of children. A Playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a Block. Playgrounds may be included within Parks and Greens. There shall be no minimum or maximum size.</p>	
<p>g. Pedestrian Passage: An Open Space connecting other public spaces, that is restricted to pedestrian use and limited vehicular access, of a minimum width of 20 feet. Building walls enfronting a Pedestrian Passage shall have frequent doors and windows. In T6-36, T6-48, T6-60 and T6-80, a Pedestrian Passage may be roofed.</p>	
<p>h. Community Garden: A grouping of garden plots available for small-scale cultivation, generally to residents of apartments and other dwelling types without private gardens. Community gardens should accommodate individual storage sheds.</p>	

AS ADOPTED - JANUARY 2018

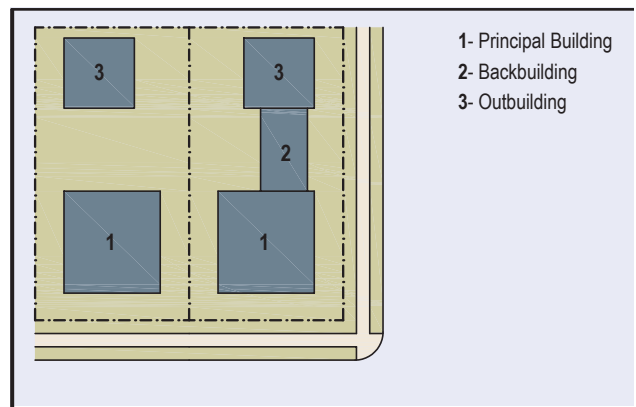
a. THOROUGHFARE & FRONTAGES



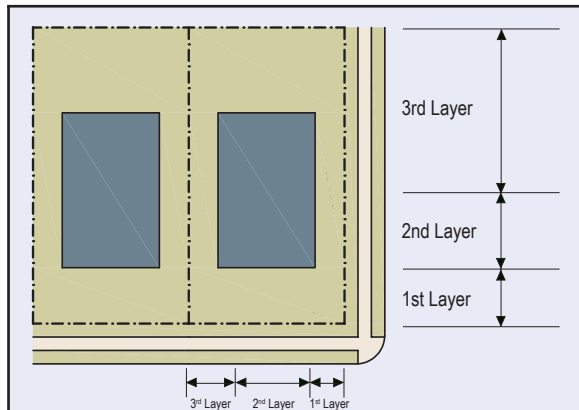
b. TURNING RADIUS



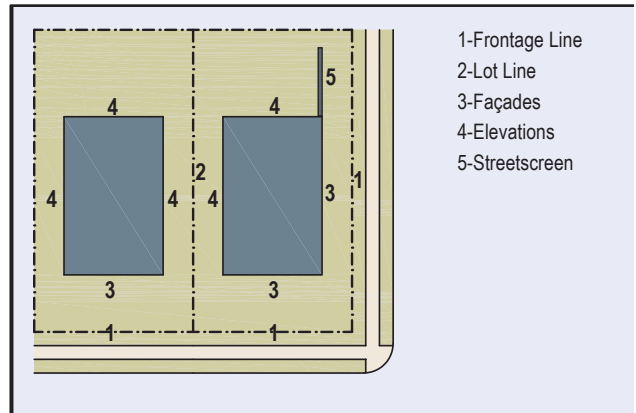
c. BUILDING DISPOSITION



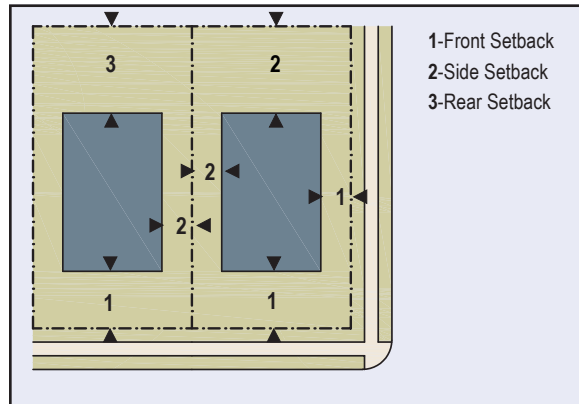
d. LOT LAYERS



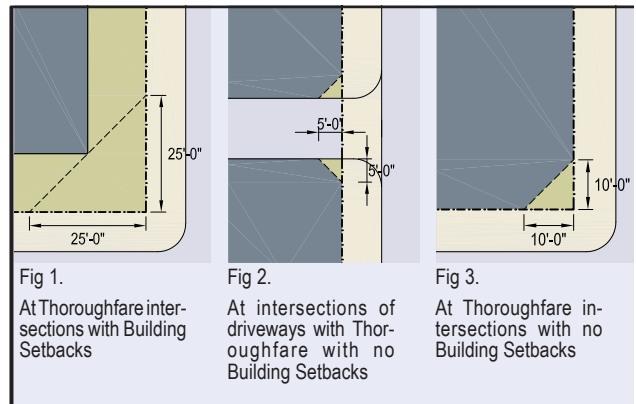
e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. VISIBILITY TRIANGLE



5.5 URBAN CENTER TRANSECT ZONES (T5)**5.5.1 Building Disposition (T5)**

- a. Newly platted Lots shall be dimensioned according to Illustration 5.5.
- b. Lot coverage by any Building shall not exceed that shown in Illustration 5.5.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Illustration 5.5.
- d. Buildings shall have their principal pedestrian entrances on a Frontage Line or from a Courtyard at the Second Layer.
- e. For the minimum Height, facades shall be built parallel to the Principal Frontage Line along a minimum of seventy percent (70%) of its length on the Setback Line as shown in Illustration 5.5. In the absence of a Building along the remainder of the Frontage Line, a Streetscreen shall be built co-planar with the Façade to conceal parking and service areas.
- f. At the first Story, Façades along a Frontage Line shall have frequent doors and windows; pedestrian entrances shall occur at a maximum spacing of seventy-five (75) feet and vehicular entries shall occur at a minimum spacing of sixty (60) feet, unless approved by Waiver.
- g. Setbacks for Buildings shall be as shown in Illustration 5.5. Where the property to be developed abuts a Structure other than a Sign, a Waiver may be granted so the proposed Structure matches the ground level dominant setback of the block and its context.
- h. For sites with three hundred and forty (340) feet Frontage length or more, a cross-block passage shall be provided as follows: If the Frontage Line of a site is at any point more than three hundred and forty (340) feet from a Thoroughfare intersection, the Building shall provide a cross Block Pedestrian Passage. If the Frontage Line of a site is at any point six hundred and fifty (650) feet from a Thoroughfare intersection, a vehicular cross Block passage shall be provided.
- i. Maximum Lot size as shown in Illustration 5.5 may be increased by Exception for Uses that serve the Neighborhood.

5.5.2 Building Configuration (T5)

- a. Development within Private Frontages shall comply with Article 4, Tables 2 and 6 and Illustration 5.5.
- b. Encroachments shall be as follows: At the First Layer, cantilevered Awnings and entry canopies may encroach up to one hundred percent (100%) of the depth of the Setback; except as may be further allowed by Chapter 54 of the City Code; above the first Story, cantilevered balconies, bay windows, roofs and Facade components promoting energy efficiency such as shading and Screening devices that are non-accessible, may encroach a maximum of three (3) feet into the Setback. Other cantilevered portions of the Building shall maintain the required Setback. At the Second and Third Layers, no encroachments are permitted.

- c. Galleries and Arcades shall be a minimum fifteen (15) feet deep and may encroach up to one hundred percent (100%) of the depth of the Setback by process of a Special Area Plan.
- d. Screen enclosures shall be located within the Second or Third Layer only and shall have a five (5) feet minimum side and rear Setback when Abutting T3 or T4.
- e. Loading and service entries shall be within the Third Layer and shall be accessed from Alleys when available and otherwise from the Secondary Frontage. When Lots have only Principal Frontages, vehicular entries, Loading spaces and service areas shall be permitted on Principal Frontages only by process of Waiver.
- f. All outdoor storage, electrical, plumbing, mechanical, and communications equipment and appurtenant enclosures shall be located within the Second or Third Layer and concealed from view from any Frontage or sidewalk by Liner Buildings, walls, Streetscreens, or opaque gates. These shall not be allowed as Encroachments.
- g. Building Heights shall be measured in Stories and shall conform to Article 4, Table 2 and be as shown in Illustration 5.5. The first floor elevation shall be at average Sidewalk grade. A first floor Residential or Lodging Function should be raised a minimum of two (2) feet and a maximum of three and a half (3.5) feet above average Sidewalk grade. Existing one Story Structures shall be considered conforming and may be enlarged.
- h. Mechanical equipment on a roof shall be enclosed by parapets of the minimum Height necessary to conceal it, and a maximum Height of five (5) feet. Other ornamental Building features may extend up to ten (10) feet above the maximum Building Height. Roof decks shall be permitted up to the maximum Height. Trellises may extend above the maximum Height up to eight (8) feet. Extensions up to ten (10) feet above the maximum Height for stair, elevator or mechanical enclosures shall be limited to twenty (20%) of the roof area, unless approved by Waiver.
- i. All ground floor and roof top utility infrastructure and mechanical equipment shall be concealed from public view. At the Building Frontage, all equipment such as backflow preventers, siamese connections, and the like shall be placed within the line of the Façade or behind the Streetscreen. On the roof, a screen wall shall conceal all equipment except antennas from lateral view. Exhaust air fans and louvers may be allowed on the Façade only on Secondary Frontages above the first floor.
- j. Streetscreens shall be between three and a half (3.5) and eight (8) feet in Height and constructed of a material matching the adjacent building Façade or of masonry, wrought iron or aluminum. The Streetscreen may be replaced by a hedge or fence. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access. Streetscreens shall be located co-planar with the Building Façade Line. Streetscreens more than three (3) feet high shall be fifty percent (50%) permeable or articulated to avoid blank walls.
- k. Within the Second and Third Layers, fences and walls shall not exceed a Height of eight (8) feet.

5.5.3**Building Function & Density (T5)**

- a. Buildings in T5 shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 3 and 4 and Illustration 5.5. Certain Functions as shown in Article 4, Table 3 shall require

approval by Warrant or Exception. Consult Article 6 for any supplemental use regulations.

5.5.4 Parking Standards (T5)

- a. Vehicular parking and loading shall be required as shown in Article 4, Tables 4 and 5.
- b. On-street parking available along the Frontage Lines that correspond to each Lot shall be counted toward the parking requirement of the Building on the Lot.
- c. Parking should be accessed by an Alley. Parking shall be accessed from the Secondary Frontage when available. Where Lots have only Principal Frontages, parking may be accessed from the Principal Frontages.
- d. Primary Frontage. All parking including drop-off drives and porte-cocheres, open parking areas, covered parking, garages, Loading space and service areas shall be located within the Third Layer and shall be masked from the Frontage by a Liner Building or Streetscreen as illustrated in Article 4, Table 8. Parking may extend into the Second Layer above the first Story by Waiver if an art or glass treatment of a design to be approved by the Planning Director with the recommendation of the Urban Development Review Board is provided for one hundred percent (100%) of that portion of the Pedestal Façade. Surface parking may extend into the Second Layer a maximum of twenty five percent (25%) of the length of the Primary Frontage up to a maximum of fifty (50) feet.
- e. Secondary Frontage. All Parking, open parking areas, covered parking, garages, Loading Spaces, and service areas shall be located in the Third Layer and shall be masked from the Frontage by a Liner Building or Streetscreen for a minimum of fifty percent (50%) of the length of the frontage or height of the pedestal. Above ground Parking may extend into the Second Layer beyond fifty percent (50%) of the length of the frontage or height of the Pedestal by Waiver if an art or glass treatment of a design to be approved by the Planning Director is provided for that portion of the pedestal facade.
- f. Underground parking may extend into the Second and First Layers only if it is fully underground and does not require raising first-floor elevation of the First and Second Layers above that of the Sidewalk. Ramps to underground parking shall be only within the Second and Third Layers.
- g. The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than twenty-five (25) feet and the minimum distance between vehicular entrances shall be sixty (60) feet, unless approved by Waiver.
- h. Pedestrian entrances to all parking lots and parking structures shall be directly from a Frontage Line. Underground parking structures should be entered by pedestrians directly from a Principal Building.
- i. Buildings mixing Uses shall provide parking for each Use. Shared Parking shall be calculated according to Article 4, Table 5.

5.5.5 Architectural Standards (T5)

- a. Only permanent Structures shall be allowed. Temporary Structures such as mobile homes, construction trailers, travel trailers, recreational vehicles and other temporary Structures shall not be allowed except as per City Code and this Code.
- b. The Facades on Retail Frontages shall be detailed as storefronts and glazed with clear glass no less than seventy percent (70%) of the sidewalk-level Story. Security screens shall be seventy percent (70%) open.
- c. Roof materials should be light-colored, high Albedo or a planted surface and shall comply with Article 3, Section 3.13.2 of this Code.
- d. The Facade of a parking garage that is not concealed behind a Habitable Liner shall be screened to conceal all internal elements such as plumbing pipes, fans, ducts and lighting. Ramping should be internalized wherever possible. Exposed spandrels shall be prohibited. The exposed top level of parking Structures shall be covered a maximum of sixty percent (60%) with a shade producing Structure such as, but not limited to, a vined pergola or retractable canvas shade Structure.

5.5.6 Landscape Standards (T5)

- a. The First Layer as shown in Article 4, Table 8 shall be paved and landscaped to match and extend the enfronting Public Frontage as shown in Article 8.
- b. Open Space shall be a minimum of ten percent (10%) of the Lot Area. Unpaved Green Space shall be a minimum five percent (5%) of the Lot Area.

5.5.7 Ambient Standards (T5)

- a. Noise regulations shall be as established in the City Code.
- b. Average lighting levels measured at the Building Frontage shall not exceed 5.0 fc (foot-candles).
- c. Lighting of Building and contingent Open Spaces shall be compatible with street lighting of Abutting public spaces as illustrated in Article 8. Interior garage lighting fixtures shall not be visible from streets.
- d. The lighting fixtures of exposed rooftop parking shall be concealed by a parapet wall and shall not be seen from surrounding streets.

BUILDING DISPOSITION

LOT OCCUPATION

a. Lot Area	5,000 s.f. min.; 40,000 s.f. max.
- With rear vehicular access	1,200 s.f. min.; 40,000 s.f. max.
b. Lot Width	50 ft min.
- With rear vehicular access	16 ft. min.
c. Lot Coverage	80% max.
d. Floor Lot Ratio (FLR)	N/A
e. Frontage at front Setback	70% min.
f. Open Space	10% Lot Area min.
g. Density	65 du/ac max.

BUILDING SETBACK

a. Principal Front	10 ft. min.
b. Secondary Front	10 ft. min.
c. Side	0 ft. min.
d. Rear	0 ft. min.
e. Abutting Side or Rear T4	6 ft. min.
Abutting Side or Rear T3	10% of Lot depth**min. 1 st through 2 nd Story 26 ft. min. above 2 nd Story

BUILDING CONFIGURATION

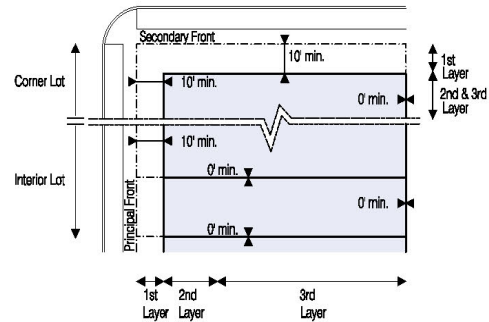
FRONTAGE

a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	prohibited
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront	permitted (T5 L and T5 O only)
g. Gallery	permitted by Special Area Plan
h. Arcade	permitted by Special Area Plan

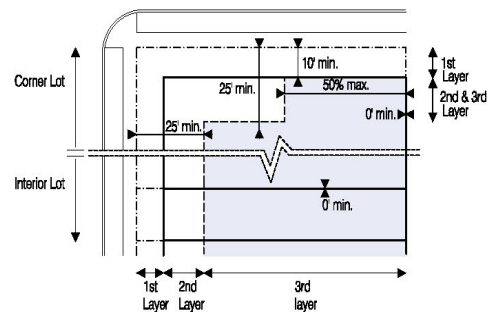
BUILDING HEIGHT

a. Min. Height	2 Stories
b. Max. Height	5 Stories
c. Max. Benefit Height	1 Story Abutting D1

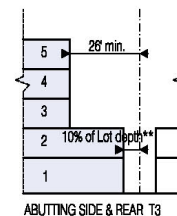
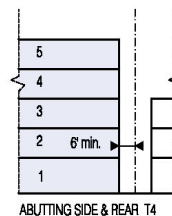
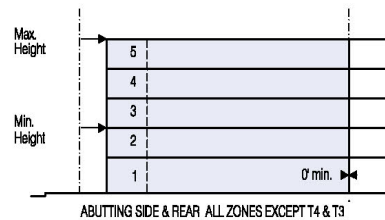
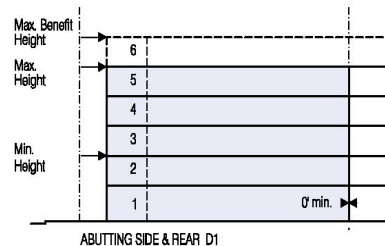
BUILDING PLACEMENT



PARKING PLACEMENT



BUILDING HEIGHT



**10% of Lot depth for Lots more than 120' deep
6' min for Lots less than 120' deep

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	65 UNITS PER ACRE *	65 UNITS PER ACRE *	65 UNITS PER ACRE *
DWELLING UNIT	<p>Efficiency Dwelling Unit: 400 square feet min. One bedroom Dwelling Unit: 550 square feet min. Two bedroom Dwelling Unit: 650 square feet min.</p>	<p>Micro Dwelling Unit: 275 square feet min. Only permitted within a TOD area. Permitted by Warrant. Prohibited on a Lot Abutting T3. Efficiency Dwelling Unit: 400 square feet min. One bedroom Dwelling Unit: 550 square feet min. Two bedroom Dwelling Unit: 650 square feet min.</p>	<p>Micro Dwelling Unit: 275 square feet min. Only permitted within a TOD area. Permitted by Warrant. Prohibited on a Lot Abutting T3. Efficiency Dwelling Unit: 400 square feet min. One bedroom Dwelling Unit: 550 square feet min. Two bedroom Dwelling Unit: 650 square feet min.</p>
BOATS HOUSEBOAT HOUSE BARGE	Occupancy of private pleasure crafts and houseboats or house barges shall not be allowed except for those specifically grandfathered and regulated by Ordinance #10932, adopted 10-24-1991.	Occupancy of private pleasure crafts and houseboats or house barges shall not be allowed except for those specifically grandfathered and regulated by Ordinance #10932, adopted 10-24-1991.	Occupancy of private pleasure crafts and houseboats or house barges shall not be allowed except for those specifically grandfathered and regulated by Ordinance #10932, adopted 10-24-1991.
BOAT HOUSE	Maximum size: 20 feet wide, 40 feet long, 15 feet high.	Maximum size: 20 feet wide, 40 feet long, 15 feet high.	Maximum size: 20 feet wide, 40 feet long, 15 feet high.
BOAT SLIP	Maximum coverage of waterfront setback: 35%	Maximum coverage of waterfront setback: 35%	Maximum coverage of waterfront setback: 35%
DOCKS PIERS	<p>Extension of docks and Piers into Biscayne Bay are limited to 35 feet. However, by Exception a 600 feet maximum extension of docks and Piers into Biscayne Bay may be allowed.</p> <p>Extension of docks and Piers into other waterways is limited to 10 feet or 10% of the width of the waterway, whichever is less. However, by Exception further extension may be approved, subject to approval from all applicable agencies.</p> <p>Only private pleasure crafts may be docked or moored on property adjacent to T3-R, T4-R, T5-R, T6-R.</p> <p>Dock / Pier Setbacks: 10 feet from any Abutting property</p> <p>Vessel setback: 5 feet from any Abutting property.</p> <p>Prohibited uses or appurtenances: davits in excess of 3 ton capacity, commercial vessels, commercial boat ramps, and commercial hauling and fueling.</p>	<p>Extension of docks and Piers into Biscayne Bay are limited to 35 feet. However, by Exception a 600 feet maximum extension of docks and Piers into Biscayne Bay may be allowed.</p> <p>Extension of docks and Piers into other waterways is limited to 10 feet or 10% of the width of the waterway, whichever is less. However, by Exception further extension may be approved, subject to approval from all applicable agencies.</p> <p>Only private pleasure craft may be docked or moored on property adjacent to T3-R, T4-R, T5-R, T6-R.</p> <p>Dock / Pier Setbacks: 10 feet from any Abutting property</p> <p>Vessel setback: 5 feet from any Abutting property.</p> <p>Prohibited uses or appurtenances: davits in excess of 3 ton capacity, commercial vessels, commercial boat ramps, and commercial hauling and fueling.</p>	<p>Extension of docks and Piers into Biscayne Bay are limited to 35 feet. However, by Exception a 600 feet maximum extension of docks and Piers into Biscayne Bay may be allowed.</p> <p>Extension of docks and Piers into other waterways is limited to 10 feet or 10% of the width of the waterway, whichever is less. However, by Exception further extension may be approved, subject to approval from all applicable agencies.</p> <p>Only private pleasure craft may be docked or moored on property adjacent to T3-R, T4-R, T5-R, T6-R.</p> <p>Dock / Pier Setbacks: 10 feet from any Abutting property</p> <p>Vessel setback: 5 feet from any Abutting property.</p> <p>Prohibited uses or appurtenances: davits in excess of 3 ton capacity, commercial vessels, commercial boat ramps, and commercial hauling and fueling.</p>
COMMUNITY RESIDENCES 1-6 RESIDENTS	Subject to the requirements of Section 6.2.	Subject to the requirements of Section 6.2.	Subject to the requirements of Section 6.2.
COMMUNITY RESIDENCES 7-14 RESIDENTS	Subject to the requirements of Section 6.2.	Subject to the requirements of Section 6.2.	Subject to the requirements of Section 6.2.
ADULT FAMILY CARE HOME 1-5 RESIDENTS	Subject to the requirements of Section 6.2.	Subject to the requirements of Section 6.2.	Subject to the requirements of Section 6.2.
HOME OFFICE	<p>Shall be located wholly within Dwelling Unit.</p> <p>Maximum size of Home Office shall be 25% of the size of the Dwelling Unit based on county property records.</p> <p>Home Office occupations limited to individual tutoring; non-amplified individual instrument instruction; authors and composers; artists; designers; seamstresses; tailors; Office uses, excluding medical and dental offices.</p> <p>Maximum of one client at a time.</p> <p>Maximum of two staff members, one of which must reside on premises.</p> <p>Hours of operation limited to Monday through Saturday 8:00 AM to 6 PM.</p> <p>No equipment or process shall be used which creates undue noise, vibration, glare, fumes, or odors detectable to normal senses off the property.</p> <p>Certificate of Use required.</p>	<p>Shall be located wholly within Dwelling Unit.</p> <p>Maximum size of Home Office shall be 25% of the size of the Dwelling Unit based on county property records.</p> <p>Home Office occupations limited to individual tutoring; non-amplified individual instrument instruction; authors and composers; artists; designers; seamstresses; tailors; Office uses, excluding medical and dental offices.</p> <p>Maximum of one client at a time.</p> <p>Maximum of two staff members, one of which must reside on premises.</p> <p>Hours of operation limited to Monday through Saturday 8:00 AM to 6 PM.</p> <p>No equipment or process shall be used which creates undue noise, vibration, glare, fumes, or odors detectable to normal senses off the property.</p> <p>Certificate of Use required.</p>	<p>Shall be located wholly within Dwelling Unit.</p> <p>Maximum size of Home Office shall be 25% of the size of the Dwelling Unit based on county property records.</p> <p>Home Office occupations limited to individual tutoring; non-amplified individual instrument instruction; authors and composers; artists; designers; seamstresses; tailors; Office uses, excluding medical and dental offices.</p> <p>Maximum of one client at a time.</p> <p>Maximum of two staff members, one of which must reside on premises.</p> <p>Hours of operation limited to Monday through Saturday 8:00 AM to 6 PM.</p> <p>No equipment or process shall be used which creates undue noise, vibration, glare, fumes, or odors detectable to normal senses off the property.</p> <p>Certificate of Use required.</p>

* Or as modified in Article 4, Diagram 9

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	65 UNITS PER ACRE *	65 UNITS PER ACRE *	65 UNITS PER ACRE *
LIVE WORK		<p>Shall be located within ground floor or Liner units.</p> <p>Maximum size of work occupation shall not exceed 50% of the size of the Dwelling Unit based on county property records.</p> <p>Live Work occupations limited to those allowed in Transect Zone.</p> <p>No equipment or process shall be used which creates undue noise, vibration, glare, fumes, or odors detectable to normal senses off the property.</p> <p>Certificate of Use required.</p>	<p>Shall be located within ground floor or Liner units.</p> <p>Maximum size of work occupation shall not exceed 50% of the size of the Dwelling Unit based on county property records.</p> <p>Live Work occupations limited to those allowed in Transect Zone.</p> <p>No equipment or process shall be used which creates undue noise, vibration, glare, fumes, or odors detectable to normal senses off the property.</p> <p>Certificate of Use required.</p>
AUTO RELATED COMMERCIAL			<p>Car Wash:</p> <p>Subject to City Code Chapter 23</p> <p>Self-service, semiautomatic, and automatic dragline shall provide for each of the first 3 wash stalls, 3 parking reservoir spaces before and 3 after. Beyond 3 stalls, 1 parking reservoir spaces before and 2 after each stall.</p> <p>Custom hand car wash shall provide for each wash stall, 1 parking reservoir space before each stall and 1 after, and 5 additional parking spaces.</p> <p>One (1) reservoir parking space may be reduced by Waiver.</p> <p>Gas Stations:</p> <p>Subject to City Code Chapter 23</p> <p>Principal Frontage access may be allowed.</p> <p>Frontage requirement may be reduced maximum 30% by Waiver. Building Facade may be a colonnade.</p> <p>All vending machines shall be located indoors. Only vehicles awaiting service, permitted rental vehicles and staff vehicles parked while working shall be allowed. All repairs, change of tires, greasing/lubricating shall be conducted within building. Outdoor display of products incidental to normal refueling is prohibited closer to the street than pump islands. Outdoor display or storage of tires is prohibited.</p> <p>Vehicle Rental Facilities:</p> <p>In addition to the parking requirements in Article 4 Table 4 for lease or rental passenger vehicle facilities there shall be 10 parking spaces provided for first 10,000 square feet of Floor Area and 1 space for each additional 500 square feet .</p> <p>In addition to the parking requirements in Article 4 Table 4 for lease or rental cargo vehicle facilities 1 parking space per staff member and 1 space for each 8 vehicles stored on the premises.</p> <p>All access to site shall be from a County designated primary arterial road.</p> <p>Building designated for customer service must be located where it is easily accessible from site access point.</p> <p>All transactions must be conducted indoors.</p> <p>All vehicle storage areas must be lighted without causing spillover onto Abutting properties.</p> <p>On-site vehicle service must be conducted indoors and is limited to minor repairs and maintenance.</p>
DRIVE-THROUGH AND DRIVE-IN			<p>Reservoir parking spaces shall be required as follows:</p> <p>One (1) at window, three (3) before service window, one (1) after service window.</p> <p>One (1) reservoir parking space may be reduced by Waiver.</p>

* Or as modified in Article 4, Diagram 9

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	65 UNITS PER ACRE *	65 UNITS PER ACRE *	65 UNITS PER ACRE *
PUBLIC STORAGE FACILITY			<p>Allowed by Warrant and subject to the following additional requirements:</p> <p>Minimum distance requirement of 2,500 feet radius between proposed facility and another existing facility within any T5 or T6 Zone.</p> <p>Waiver for reduction in distance requirement is not permissible.</p> <p>Public Storage Facilities shall have ground floor retail along principal frontage. A minimum of 50% of the proposed ground floor retail shall be unrelated to the Public Storage Facility.</p> <p>The maximum size of any individual storage rental space shall be 400 square feet</p> <p>Controlled access and adequate security surveillance shall be provided throughout facility.</p> <p>Any boat or vehicle stored in these facilities shall not exceed an overall length of 25 feet and shall be stored within a completely enclosed and ventilated Structure.</p> <p>Hours of operation shall be limited to 5:00 am to 11:00 pm.</p>
OPEN AIR RETAIL		<p>Access to site must be from a major Thoroughfare.</p> <p>Distance separation of any Open Air Retail shall be a minimum of 75 feet measured from any property within T3, T4-R, T5-R, or T6-R Zone.</p> <p>Operation limited to weekends and legal holidays for a maximum of 3 consecutive days between the hours of 7:00 AM and 7:00 PM.</p> <p>Provision of paving striping for stalls and parking spaces.</p> <p>Provision of onsite restroom facilities.</p>	<p>Access to site must be from a major Thoroughfare.</p> <p>Distance separation of any Open Air Retail shall be a minimum of 75 feet measured from any property within T3, T4-R, T5-R, or T6-R Zone.</p> <p>Operation limited to weekends and legal holidays for a maximum of 3 consecutive days between the hours of 7:00 AM and 7:00 PM.</p> <p>Provision of paving striping for stalls and parking spaces.</p> <p>Provision of onsite restroom facilities.</p>
ADULT DAYCARE		<p>For 6 to 9 adults: Minimum of 350 square feet of indoor activity area.</p>	<p>For 6 to 9 adults: Minimum of 350 square feet of indoor activity area.</p> <p>For 10 or more adults: Minimum of 35 square feet of indoor activity area per adult.</p>
COMMUNITY SUPPORT FACILITY	<p>Assisted Living Facilities: Allowed by Exception and are subject to the following additional requirements: Maximum number of residents 50. Minimum distance requirement of 2,500 feet between proposed facility and another existing facility. Minimum distance requirement of 1,000 feet between proposed Facility or Assisted Living Facility and any T3 or T4-R Zone.</p>	<p>Assisted Living Facilities: Allowed by Exception and are subject to the following additional requirements: Maximum number of residents 50. Minimum distance requirement of 2,500 feet between proposed facility and another existing facility. Minimum distance requirement of 1,000 feet between proposed facility and any T3 or T4-R Zone.</p>	<p>Assisted Living Facilities: Allowed by Exception and are subject to the following additional requirements: Maximum number of residents 50. Minimum distance requirement of 2,500 feet between proposed facility and another existing facility. Minimum distance requirement of 1,000 feet between proposed facility and any T3 or T4-R Zone.</p>
PERSONAL WIRELESS SERVICE FACILITY	Subject to the requirements of Section 6.4.	Subject to the requirements of Section 6.4.	Subject to the requirements of Section 6.4.
CHILDCARE	<p>Minimum of 35 square feet of usable indoor floor space per child on license.</p> <p>Minimum of 45 square feet of usable outdoor play area per child.</p> <p>A minimum outdoor play area shall be provided for one half of license capacity. In no event shall any outdoor play area be less than 450 square feet. The minimum standard of outdoor play area does not apply for children under one year of age.</p> <p>Minimum of 1 drop off parking space for every 10 children. Vehicular entrance must be within 300 feet of arterial road.</p>	<p>Minimum of 35 square feet of usable indoor floor space per child on license.</p> <p>Minimum of 45 square feet of usable outdoor play area per child.</p> <p>A minimum outdoor play area shall be provided for one half of license capacity. In no event shall any outdoor play area be less than 450 square feet. The minimum standard of outdoor play area does not apply for children under one year of age.</p> <p>Minimum of 1 drop off parking space for every 10 children. Vehicular entrance must be within 300 feet of arterial road.</p>	<p>Minimum of 35 square feet of usable indoor floor space per child on license.</p> <p>Minimum of 45 square feet of usable outdoor play area per child.</p> <p>A minimum outdoor play area shall be provided for one half of license capacity. In no event shall any outdoor play area be less than 450 square feet. The minimum standard of outdoor play area does not apply for children under one year of age.</p> <p>Minimum of 1 drop off parking space for every 10 children. Vehicular entrance must be within 300 feet of arterial road.</p>

* Or as modified in Article 4, Diagram 9

6.2 COMMUNITY RESIDENCES AND SIMILAR HOMES/FACILITIES

The purpose of a Community Residence is to integrate its residents into the community; over concentration of such facilities within a Neighborhood causes the area to lose its character, thereby defeating the purpose of locating Community Residences in the Neighborhood. A Zoning verification shall be required in order to confirm State established distance requirements outlined in this section. All such facilities shall be required to provide a signed and sealed survey to the Office of Zoning which demonstrates that the distance limitations required below pursuant to state statutes are met. Failure to comply with this requirement will deem the facility in non-compliance with state and City regulations.

To the extent applicable by state law, location of a facility may be denied if it results in an over concentration of Community Residences in proximity to the site selected such that the nature and character of the Neighborhood would be substantially altered. Any facility exceeding the thresholds outlined in this section shall refer to the requirements of Community Support Facility.

6.2.1 Community Residence Standards

1 to 6 Residents	
LOCATION	T3 - R, L & O T4 - R, L & O T5 - R, L & O T6 - R, L & O
LOCATION STANDARDS	<p>Community Residences of six (6) or fewer residents shall not be located within a radius of one-thousand (1,000) feet of another. Distance shall be measured from nearest point of Property Line of proposed Community Residence to nearest point of Property Line of existing Community Residence within a T3-R or T3-L property.</p> <p>Homes of six (6) or fewer residents which otherwise meet the definition of a community residential home shall be deemed a single-family residence dwelling and a non-Commercial Use, for the purpose of this code. Homes of six (6) or fewer residents that otherwise meet the definition of a community residential home shall be allowed in T3, T4, T5 or T6, provided that such homes shall not be located within a radius of one-thousand (1,000) feet of another existing such home with six or fewer residents. Such homes with six (6) or fewer residents shall not be required to comply with the notification provisions of this section; provided that, prior to licensing, the sponsoring agency provides the Office of Zoning with the most recently published data compiled from the licensing entities that identifies all community residential homes within the jurisdictional limits of the City in order to show that no other community residential home is within a radius of one-thousand (1,000) feet of the proposed home with six (6) or fewer residents. At the time of home occupancy, the sponsoring agency must notify the City of Miami Office of Zoning that the home is licensed by the licensing entity.</p>
PARKING	See Article 3 and Article 4, Table 4 and Table 5.
7 to 14 Residents	
LOCATION	T3 - R, L & O T4 - R, L & O T5 - R, L & O T6 - R, L & O
LOCATION STANDARDS	<p>Prohibited in all T3 - R and L and within five-hundred (500) feet thereof.</p> <p>Community Residences servicing seven (7) to fourteen (14) residents shall not be located within a radius of twelve-hundred (1,200) feet of another. Distance shall be measured from nearest point of Property Line of proposed Community Residence to nearest point of Property Line of existing Community Residence or T3-R or T3-L.</p> <p>When a site for a community residential home servicing seven (7) to fourteen (14) residents or similar assisted living facility has been selected by a sponsoring agency in an area that allows multifamily, the agency shall notify the Planning Director in writing and include in such notice the specific address of the site, the residential licensing category, the number of residents, and the community support requirements of the program. Such notice shall also contain a statement from the licensing entity indicating the licensing status of the proposed assisted living facility or community residential home and specifying how the home meets applicable licensing criteria for the safe care and supervision of the clients in the home. The sponsoring agency shall also provide to the City the most recently published data compiled from the licensing entities that identifies all assisted living facilities, adult family-care homes, or community residential homes within the jurisdictional limits of the City. The Office of Zoning shall review the notification of the sponsoring agency in accordance with Transect regulations.</p> <ul style="list-style-type: none"> • Pursuant to such review by the Planning Department, the City may: <ol style="list-style-type: none"> 1. Determine that the siting of the assisted living facility or community residential home is in accordance with this code and approve the siting. If the siting is approved, the sponsoring agency may establish the home at the site selected. 2. Fail to respond within sixty (60) days. If the City fails to respond within such time, the sponsoring agency may establish the home at the site selected. 3. Deny the siting of the home. • The City shall not deny the siting of an assisted living facility or community residential home unless the City establishes that the siting of the home at the site selected: <ol style="list-style-type: none"> 1. Does not otherwise conform to regulations of this code applicable to other multifamily uses in the area. 2. Does not meet applicable licensing criteria established and determined by the licensing entity, including requirements that the home be located to assure the safe care and supervision of all clients in the home. 3. Would result in such a concentration of community residential homes, assisted living facilities, and adult family-care in the area in proximity to the site selected, or would result in a combination of such homes with other residences in the community, such that the nature and character of the area would be substantially altered. A home that is located within a radius of twelve-hundred (1,200) feet of another existing community residential home in a multifamily zone shall be an over concentration of such homes that substantially alters the nature and character of the area. A home that is located within a radius of five-hundred (500) feet of a property designated T3R or T3L substantially alters the nature and character of the area. 4. All distance requirements in this section shall be measured from the nearest point of the existing home or property designated T3-R or T3-L to the nearest point of the proposed home. <p>If agreed to by both the City and the sponsoring agency, a conflict may be resolved through informal mediation. The City shall arrange for the services of an independent mediator or may utilize the dispute resolution process established by a regional planning council pursuant to Fla. Stat. s. 186.509. Mediation shall be concluded within forty-five (45) days of a request therefore. The resolution of any issue through the mediation process shall not alter any person's right to a judicial determination of any issue if that person is entitled to such a determination under statutory or common law.</p>
PARKING	See Article 3 and Article 4, Table 4 and Table 5.

6.2.2 Adult Family-Care Homes Standards

1 to 6 Residents	
LOCATION	T3 - R, L & O T4 - R, L & O T5 - R, L & O T6 - R, L & O
LOCATION STANDARDS	Adult Family-Care Homes of five (5) or fewer residents shall not be located within a radius of one-thousand (1,000) feet of another. Distance shall be measured from nearest point of Property Line of proposed Community Residence to nearest point of Property Line of existing Community Residence.
PARKING	See Article 3 and Article 4, Table 4 and Table 5.

6.3 COMMERCIAL USES

6.3.1 Large Scale Commercial

Except for Public Storage Facilities which must comply with the criteria set forth under Article 6, Table 13, a single commercial establishment occupying more than 55,000 square feet of Floor Area in any T6-O, D1 or D2 shall be permitted subject to the following requirements:

Large Scale Commercial	
LOCATION	By Exception in T6-O and shall be located only on Lots having Frontage on one (1) or more arterial roads. Ingress and egress to the Lot must be provided from these arterials and not from secondary roads or collectors. The Lots shall also be served and be readily accessible by collective transportation systems. By Warrant in D1 By Right in D2. Section 6.3.1 "Additional Requirements" shall not apply.
LOT SIZE	As required by Transect Zone
COMMERCIAL AREA LIMITATIONS	Minimum: 55,000 square feet
REQUIREMENTS WHEN ABUTTING A MORE RESTRICTIVE TRANSECT	<ul style="list-style-type: none"> A minimum of one (1) shade tree with a minimum Height of twelve (12) feet shall be planted at twenty-five (25) feet on center along the perimeter of the wall Additional landscaping in the form of shrubs and Buffer plant material shall also be required.
PARKING	<ul style="list-style-type: none"> All required Parking shall conform to Transect Zone and in addition it shall be provided onsite within an enclosed Structure Parking Structures and parked vehicles shall be concealed from exterior street view and may only be located within the Third Layer
ADDITIONAL REQUIREMENTS	<ul style="list-style-type: none"> At ground level: Habitable Space such as Liners to conceal Parking Structures or Parking Areas, must be provided for at least sixty-five (65%) percent of linear street Frontages. Second floor level: Habitable Space such as Liners to conceal Parking Structure, with a combination of architectural articulation for all linear street Frontages shall be required; however, in no case shall the Habitable Space Liners be less than forty percent (40%) of all linear street Frontages. Third floor level and above: Habitable Space such as Liners to conceal Parking Structure, with a combination of architectural articulation for all linear street Frontages shall be permitted; however, in no case will the Habitable Space Liners be less than twenty-five percent (25%) of all linear street Frontages.

6.3.2 Vending Carts in Open Air Retail

Within open space, or partially open space, the following uses may be permitted pursuant to the Warrant process:

1. Outdoor dining areas;
2. Display and sale of the following items from vending carts:
 - (a) Flowers, plants and shrubs; vegetables, produce, citrus or other unpackaged foods, not requiring refrigeration or further preparation, subject to applicable state health regulations; and
 - (b) Arts and Crafts.

Within open space, or partially open space, display and sale of other merchandise or food products allowed to be sold generally within the district, and subject to the restrictions set forth herein, may be permitted by Exception.

6.4 INFRASTRUCTURE AND UTILITIES**6.4.1 Personal Wireless Service Facilities (PWSF)**

The purpose and intent of these performance standards for the location, siting and design of PWSF are to:

- Allow for alternative types of PWSF in locations pursuant to these standards.
- Encourage the use of existing structures not originally built as antenna mounts such as roof-tops, utility poles, and church steeples for deploying PWSF. Discourage new PWSF mounts where co-location and mounts on existing structures are possible;
- Expedite the review process for applications choosing the least intrusive alternative of deploying PWSF as permitted by these standards;
- Encourage users of mounts to locate, site and design them in a way that minimizes the adverse visual impact of the mounts and associated equipment;
- To promote compatibility of PWSF with surrounding land uses, and protect the attractiveness, health, safety, general welfare, and property values of the community.

1. Collocation

- a. Collocation of antennae, equipment enclosures, and ancillary facilities (“facilities”) on existing towers as specified on FS 365.172 (12)(a)1.a., or on other structures as specified in FS 365.172(12)(a)1.b, shall be allowed by right, subject to the land development regulations in effect at the time of the initial PWSF placement approval, when the collocation:
 - Does not increase the height of the tower or other structure, as applicable, to which the facilities are to be attached; and
 - Does not increase the ground space area approved in the site plan; and
 - Consists of antennae, equipment enclosures, and ancillary facilities that conform to the land development regulations applied to the initial facilities placed on tower, and the tower supporting the facilities. However, the land development regulations at the time of the collocation application (other than regulation of the number of collocations) may be applied to the facilities if they do not conflict with land development regulations applied to the initial PWSF; and
 - Is not located within a historic building, structure, site, object, or district, except for the collocation on existing towers.
- b. If only a portion of the collocation does not meet the requirements specified above, where all other portions of the collocation meet the requirements, that portion of the collocation may be allowed subject to a Warrant or Exception, as applicable. Further, HEP approval shall be required if applicable, except for collocation on existing towers.
- c. By right and to allow collocation, an existing tower may be structurally modified, or may be replaced with a monopole tower, or an existing camouflaged tower may be replaced with a like-

8.1 GENERAL DESCRIPTION

This article describes the guidelines for development of Thoroughfares throughout the City. It supplements the design standards adopted in the City of Miami Manual of Engineering Standards for Design and Construction, maintained in its most current form at the City of Miami Department of Public Works. Where these guidelines conflict with the Manual, the standards of the Manual shall apply.

The urban landscape is characterized by a set of interdependent elements that create a sense of place. These include Thoroughfare type, Building type, Frontage type, and the form and disposition of landscape and lighting. Thoroughfares provide the City with both the major part of public Open Space as well as moving lanes for vehicles, bicycles and transit. A Thoroughfare is associated with a particular type of movement, and is endowed with two attributes: movement type and character. The movement type of the Thoroughfare refers to the number of vehicles that can move safely through a segment within a given time period; it is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the super-elevation of the pavement. The character of the Thoroughfare refers to its suitability as a setting for pedestrian activities and is physically manifested by the associated Frontage types as determined by location within the Transect.

Thoroughfares can be assigned appropriately to Transect Zones, with calibrated Right-of-Way widths, movement types, design speed, number of travel lanes, pavement width, curb radius and Verge type.

In Zones T3 and T4, D1, D2 and D3, generally sidewalks occur at the edge of the Right-of-Way. In Zones T5 and T6, sidewalks occur at the edge of the Right-of-Way and are given the additional dimensions of the 10 foot setback in the First Layer.

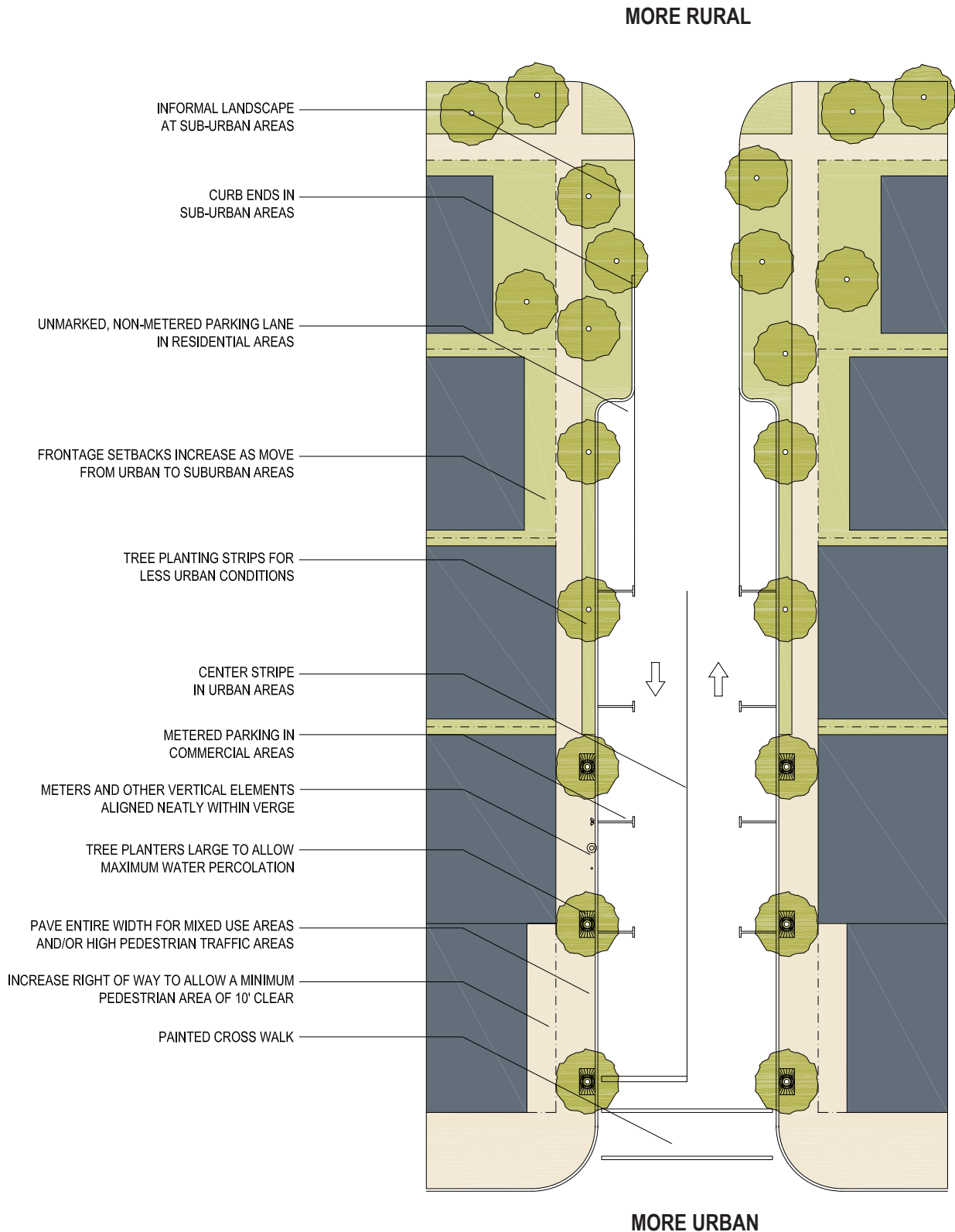
The following additional assumptions govern the Thoroughfares shown here:

- To clear sight lines for drivers, Visibility Triangles shall be required as described in Article 3, Section 3.8.4.1
- Pavement widths are measured inside of curb to inside of curb.
- Curb and gutter may range from 1'-6" for City Thoroughfares to 2'-0" for some County Thoroughfares.
- Parking spaces range from 7'-0" to 9'-0" including pan; they should be wider on higher speed Thoroughfares but may be restricted by existing Right-of-Way dimensions.
- Right turns may be taken from the parking lane.
- Tree spacing is 22' on center to match parallel parking or 25' on center to match Lot Line spacing.
- Tree planters have a minimum dimension of 4' x 4', increased where possible to a 4' x 8' dimension.
- Bulb-outs may be added where Thoroughfare widths are wide and design speed high, or where sidewalks are narrow, in order to facilitate pedestrian safety.


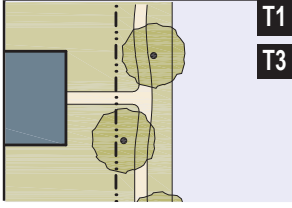
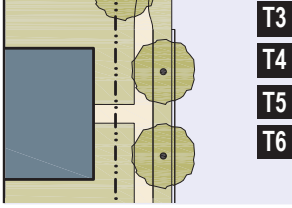
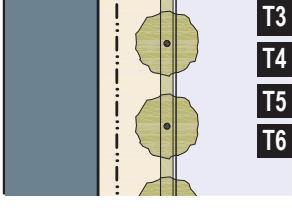
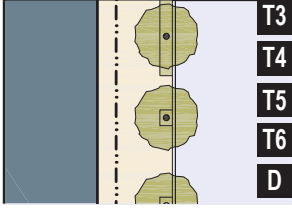
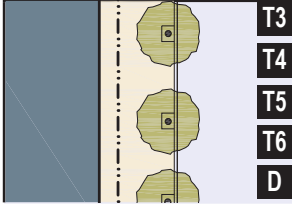
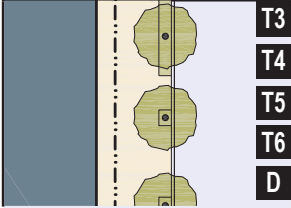
Thoroughfares must evolve with the needs of the City. As Miami continues to grow, a Thoroughfare may change in character reflecting new density, or conversely, a return to an historic dimension. For instance, a continuous lawn planter may be replaced with individual tree wells for additional sidewalk space, or a wide neighborhood street may be narrowed to control traffic intrusion.

The accommodation of bicycles and transit requires detailed response to the existing Thoroughfare condition and thus is not illustrated specifically here.

8.2 Illustration: The Thoroughfare across the Transect

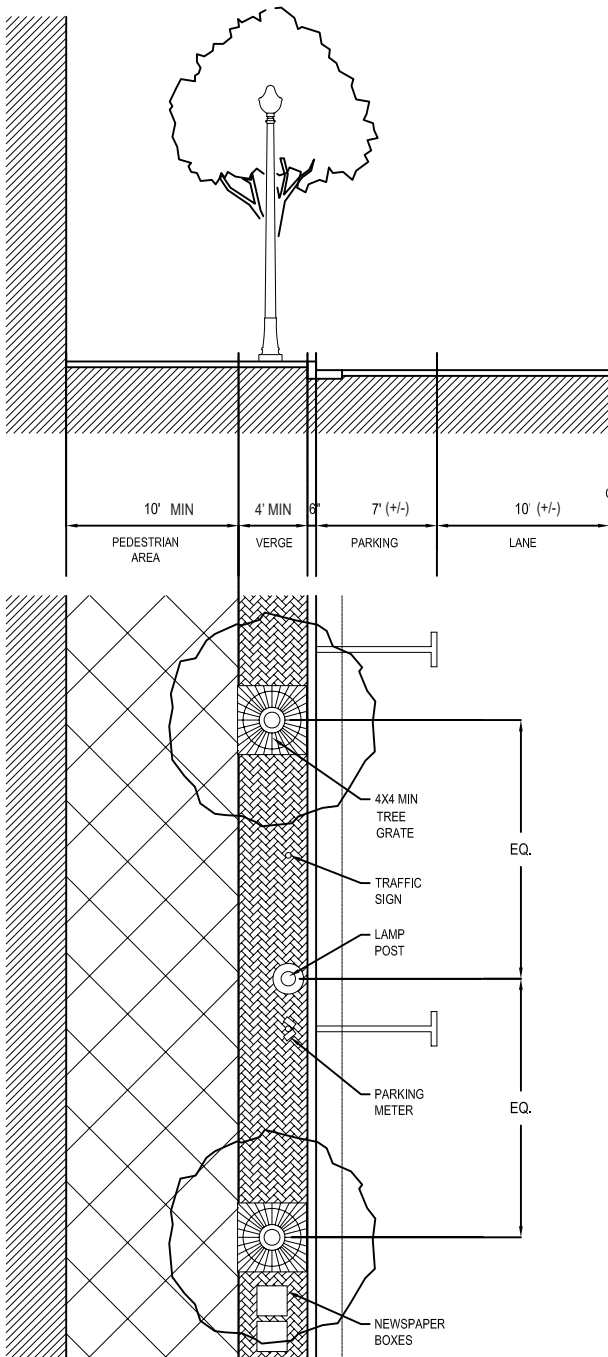


8.3 Public Frontages (continued)

	PLAN
	LOT PRIVATE FRONTAGE ▶ ◀ PUBLIC FRONTAGE R.O.W.
<p>a. (HW) For Highways: This Frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>	 <p>T1 T3</p>
<p>b. (RD) For Roads: This Frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>	 <p>T1 T3</p>
<p>c. (ST) For Street: This Frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.</p>	 <p>T3 T4 T5 T6</p>
<p>d. (DR) For Drive: This Frontage has raised curbs drained by inlets and a wide sidewalk or paved path along one side, related to a greenway or waterfront. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.</p>	 <p>T3 T4 T5 T6</p>
<p>e. (AV) For Avenues: This Frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.</p>	 <p>T3 T4 T5 T6 D</p>
<p>f. (ST) (AV) For Mixed Use Streets or Avenues: This Frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible.</p>	 <p>T3 T4 T5 T6 D</p>
<p>g. (BV) For Boulevards: This Frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of rows of a single tree species aligned in a regularly spaced alley.</p>	 <p>T3 T4 T5 T6 D</p>

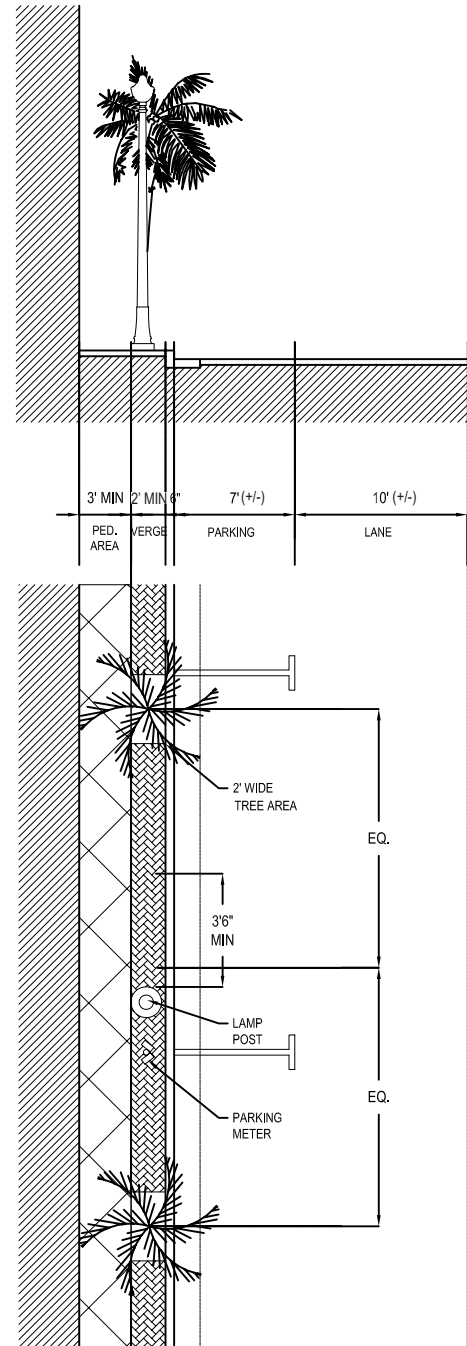
Note: Appropriate types for Civic Zones shall be determined based on context and abutting Transect Zones.

8.4 Illustration: Sidewalks



IDEAL CONDITION

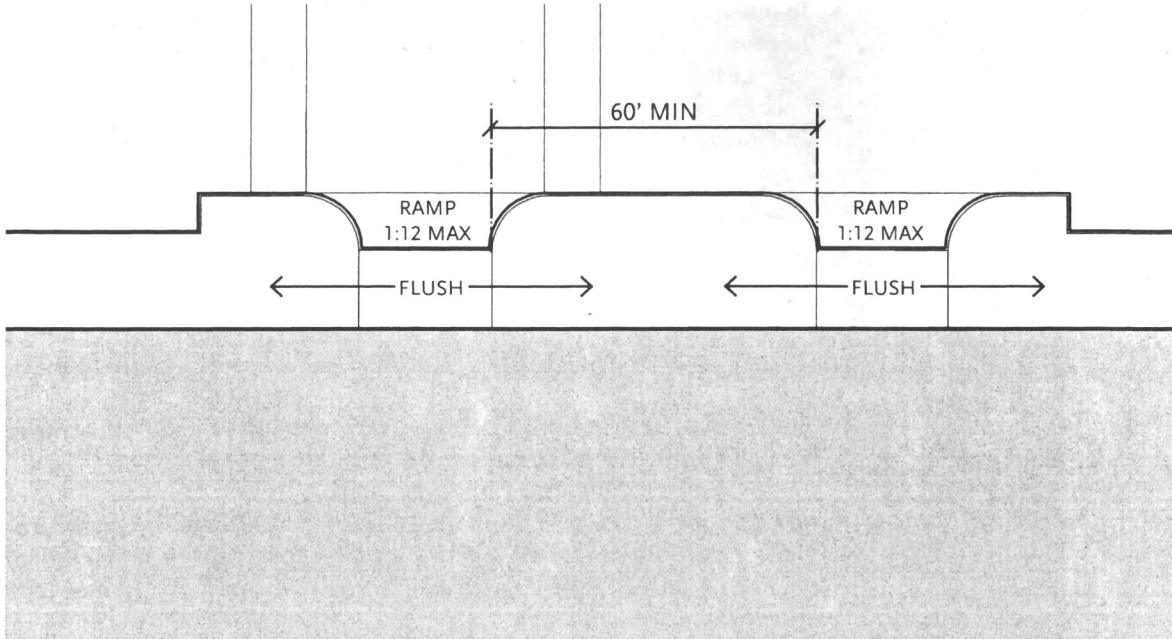
Sidewalk may be scored concrete. Verge may be permeable pavement. All vertical elements shall be located within verge and neatly aligned.



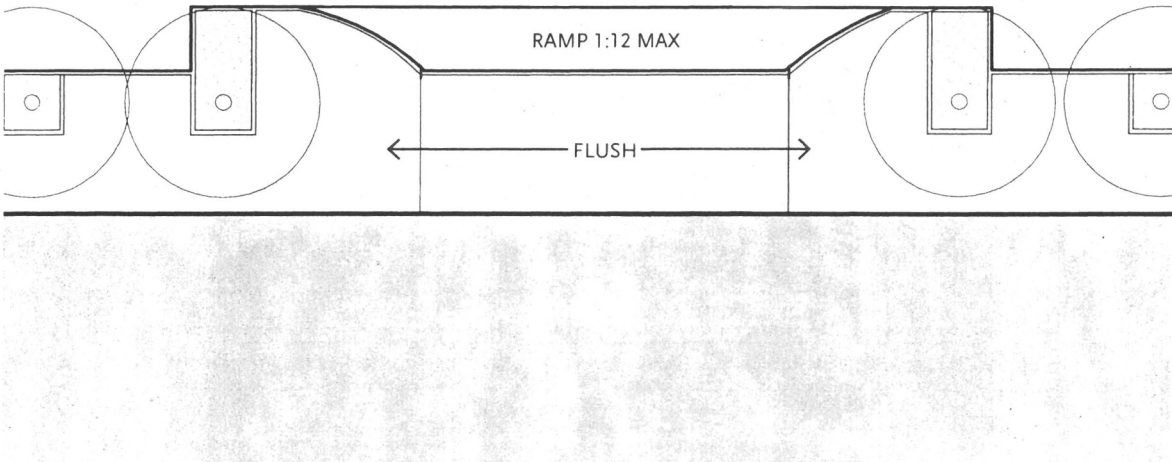
LESS THAN IDEAL EXISTING CONDITION

Sidewalk dimensions shall comply with A.D.A. standards. Narrow sidewalks should provide a 5'-0" X 5'-0" minimum passing space at reasonable intervals not to exceed 200 feet. See Chapter 11- 4.3 Florida Building Code. All vertical elements to be located within verge and neatly aligned.

8.4 Illustration: Sidewalks (continued)



Garage Entrance Spacing



Service Entrance Drive

TABLE A			
Zoning District	Number of Trees Required		Maximum Lawn Area
	Per Acre of Net Lot Area	Per Lot	Percent of Req. Open Space
Sub-Urban			
T3-R		3	50%
T3-L		3	50%
T3-O		3	50%
Urban General			
T4-R	28		40%
T4-L	28		40%
T4-O	28		40%
Urban Center			
T5-R	22		20%
T5-L	22		20%
T5-O	22		20%
Urban Core			
T6-R	22		20%
T6-L	22		20%
T6-O	22		20%
District			
D1	22		20%
D2	15		20%
D3	15		20%
Civic			
CI	*		*%
CS	N/A		N/A

*Requirements determined by most restrictive abutting Transect Zone

10.1 . GENERAL**10.1.1 PURPOSE**

The purpose of this section is to provide a comprehensive system of regulations for Signs visible from the public right-of-way and to provide a set of standards designed to optimize communication and design quality of Signs. Through these regulations, the City of Miami will uphold the United States Constitution and State of Florida Constitution, conserve and protect scenic beauty, regulate signage for the purpose of visual clutter, and preserve the aesthetic character of the City. In addition, special permits which may have been approved under previous Ordinance 11000 or under previous sections of this ordinance may also contain conditions that regulate Signs on certain properties. No Signs or advertising devices of any kind or nature shall be erected or maintained on any premises or affixed to the inside or outside of any Structure to be visible from the public right-of-way except as specifically provided for by these regulations.

10.1.1.1 INTENT:

- a. Promote the effectiveness of Signs by preventing their improper placement, deterioration and excessive size and number.
- b. Regulate and control Signs and Sign Structures in order to prevent property damage and personal injury resulting from improper construction or poor maintenance.
- c. Promote the free and safe flow of traffic and protect pedestrians and motorists from injury and property damage attributable to cluttered, distracting, or illegal signage.
- d. Control and reduce visual clutter and visual blight.
- e. Prevent any deleterious effects arising from the unrestricted use of Signs by providing a reasonable, flexible, efficient, comprehensive and enforceable set of regulations that will foster a high quality, aesthetic, visual environment for the City, enhancing it as a place to live, visit and do business.
- f. Assure that public benefits derived from expenditures of public funds for the improvement and beautification of streets and other public Structures and Open Spaces shall be protected by exercising reasonable control over the character and design of Sign Structures.
- g. Address the business community's need for adequate business identification and advertising communication by improving the readability, and therefore, the effectiveness of Signs by preventing their improper placement, over-concentration, excessive Height, area, and bulk.
- h. Coordinate the placement and physical dimensions of Signs within the different Transects.
- i. Protect property values, the local economy, and the quality of life by preserving and enhancing the appearance of the Streetscapes that affect the image of the City.
- j. Acknowledge the differing design concerns and needs for Signs in certain specialized areas such as tourist areas.

- k. Require that Signs be properly maintained for safety and visual appearance.
- l. Protect non-Commercial speech such that any Sign allowed herein may contain any lawful non-Commercial message, so long as said Sign complies with the size, Height, Area location and other requirements of these regulations.
- m. Provide no more restrictions on speech than necessary to implement the purpose and intent of this section.

These regulations are specifically intended to be severable such that if any section, subsection, sentence, clause or phrase of these regulations is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining provisions of these regulations.

10.1.2 CRITERIA FOR GRANTING SIGN PERMIT

10.1.2.1 Permits required for Signs except those exempted.

Except for classes of Signs exempted from permit requirements as specified in Section 10.1.3, all Signs shall require permits. Applications for such permits shall be made separately or in combination with applications for other permits as appropriate to the circumstances of the case and shall provide at a minimum the information as specified in Section 7.1.2.9.

10.1.3 SIGNS EXEMPTED FROM PERMIT REQUIREMENTS

The following types of Signs, and Changeable Copy Signs, are exempted from permit requirements because such Signs are needed in order to convey messages to protect lives, give direction, identify public access ways, and protect civil rights.

Such Signs shall comply with size and location requirements as set forth in these regulations for the specific Transect Zone in which they are to be located.

- a. Address, Notice, Directional or Warning Signs. No Sign permit shall be required for Address, Notice, Directional or Warning Signs except as otherwise required in this section. Any Sign that exceeds the area below is subject to Building Identification criteria within Section 10.2, Table 15.
 - 1. Address Signs, not to exceed one (1) for each Dwelling Unit or other Use for each Lot Line adjacent to a street. Each address sign shall be limited to two (2) square feet in Area.
 - 2. Notice, Directional or Warning Signs, not to exceed one (1) for each Dwelling Unit or other Use for each Lot Line adjacent to a street. Each Notice, Directional and Warning Sign shall be limited to two (2) square feet in Area.
- b. Cornerstones, memorials, or tablets. Due to their historic or civic significance to the community, no Sign permit is required for cornerstones, memorials, or tablets when part of any masonry surface or constructed of bronze or other incombustible and durable material. Signs shall be

limited to identification and date of construction of Buildings, persons present at dedication or involved in Development or construction, or significant historical events relating to the premises or development.

- c. U. S. Mail delivery receptacles. No Sign permit shall be required for delivery receptacles for U.S. mail which have been approved for use by postal authorities.
- d. Flags. Limited to one (1) per property and shall not exceed twenty-five (25) square feet. National flags, state flags and flags of political subdivisions within the State of Florida shall not be subject to these regulations; however, in no case shall more than three (3) flags be flown per property. The flags permitted by this subsection shall not be used in mass to circumvent this subsection by using said flags primarily as an advertising device.
- e. Celebratory Flags and Banners. A Sign permit shall not be required for celebratory flags and Banners located within Regional Activity Complexes related to community wide celebrations or commemorations. Such Signs shall not include any form of commercial advertising, shall not be located within any public right-of-way, and shall be removed within thirty (30) days of such event.
- f. Vehicle Signs. No Sign permit shall be required for display of Signs on automobiles, trucks, buses, trailers, or other vehicles when used for purposes of transportation.
- g. Changeable Copy Sign. No Sign permit shall be required for routine Change of Copy on a Changeable Copy Sign, the customary use of which involves frequent and periodic changes, provided such change of copy does not result in increase of total Sign Area beyond permissible limits and meets all other requirements of this Code and the City Code. Signs with the capability of content change by means of manual or remote input include the following types:
 - 1. Manually Activated - Changeable sign whose message copy or content can be changed manually on a Display Surface.
 - 2. Electronically Activated - Changeable sign whose message, copy or content can be remotely programmed electronically.

10.1.4 GENERAL REQUIREMENTS

The following general requirements and limitations shall apply with regard to Signs, in addition to provisions appearing elsewhere in this Code. No Variance or Waiver from these provisions are permitted unless otherwise stated within Article 10:

- a. Any Sign allowed herein may contain, in lieu of any other message or copy, any lawful non-commercial message, so long as said Sign complies with the size, Height, Area, location and other requirements of this Code and the City Code.
- b. False and misleading Signs shall be unlawful to post.
- c. Illuminated Sign Requirements:

1. Illuminated Signs containing functions of Animated Signs are prohibited. Illuminated Signs within a T1, T3, T4, T5-R, T6-R or CS Transect Zone shall be reviewed by process of Warrant as per Table 15. Illuminated Signs in all other Transect Zones shall be allowed by Right subject to the regulations specified within Table 15.
 2. Signs may be Internally Illuminated or Indirectly Illuminated from any external source. Illuminated Sign fixtures or luminaries shall not shine directly on adjacent properties, motorists or pedestrians. Illumination will provide visibility to the Sign and eliminate glare and intensity which might pose safety hazards to drivers and pedestrians.
 3. Signs that are Internally Illuminated may not exceed a maximum brightness level of 0.3 foot candles above ambient light as measured at a preset distance depending on Sign size. Measuring distance shall be calculated by taking the square root of the product of the Sign Area multiplied by one-hundred (Example using a 12 square foot Illuminated Sign: $\sqrt{[12 \times 100]} = 34.6$ feet measuring distance). All applicants shall provide a written certification from the Sign manufacturer that the light intensity has been factory preset not to exceed the levels specified.
 4. No Illuminated Sign shall be permitted within one hundred (100) feet from any portion of a T1, T3, T4-R, T5-R or T6-R property, as measured along the street Frontage on the same side of the street, or as measured in a straight line to a property across the street, unless Signs are specifically authorized by Warrant as per Table 15.
- d. Structural members of all Signs, including supports, electrical conduit and receptacle boxes, or any other operational devices shall be covered, painted, or designed in such a manner as to be visually unnoticeable.
 - e. Devices used to attract attention such as blinking or flashing lights, streamer lights, pennants, banners, balloons, streamers, and all fluttering and spinning devices shall be prohibited.
 - f. Portable Signs shall be prohibited, including those that are tied down with metal straps, chaining, or otherwise temporarily anchored to an existing Structure or other similar method of anchoring.
 - g. Roof Signs shall be prohibited in all Transects. No Sign shall extend above the roof line or parapet wall.
 - h. Any Sign issued a Certificate of Appropriateness that meets the criteria of Section 23-6.4 of the City Code may be exempted from these Sign limitations through a Warrant process..
 - i. All Class A and Class C Signs shall comply with the requirements of Chapter 62 of the City Code.
 - j. All Signs shall comply with the vision clearance standards within this Code.
 - k. Master Sign packages or vertical shopping center Signs approved under zoning ordinance 11000 or Special Area Plan Sign packages adopted under the provisions of Article 3, Section 3.9.1 of this Code shall be governed by approved condi-

10.2 SIGN DESIGN STANDARDS

Table 15 Function:

The following tables illustrate Sign design standards for specific Sign types allowed within Restricted(R), Limited(L) and Open(O) categories of specified Transect Zones. Calculated Aggregate Area maximum shall not be exceeded for any establishment or Sign type. Sign Area calculation shall be determined by the establishment length fronting a street multiplied by the Aggregate Area Ratio specific to each Transect. In review and approval of Signs, the City shall ensure compliance with all applicable sections of the Florida Building Code and ensure that the Signs comply with this Code including:

1. Size and area
2. Location standards
3. Sign placement
4. Illumination Sign regulations.

BUILDING SIGN TYPES



Disclaimer: The following image serves to illustrate the types of building signs and not the placement, design or size of signs for any particular site.

10.2.1 SIGN MEASUREMENT CALCULATIONS

Sign Placement

- a. All Signs, excluding Monument Signs placed between Average Sidewalk Elevation and fifty (50) feet height above sidewalk shall be subject to Table 15 Sign Design Standards.
- b. Signs above fifty (50) feet shall comply with section 10.3.6 of this Code.
- c. All Monument Signs shall be placed along the Principal Frontage within the Base Building Line of the establishment site. No establishment shall bear more than two (2) Monument Signs on a single Frontage. Signs that are located in the First Layer shall not disrupt pedestrian activity and shall respect a clearance of ten (10) feet from back-of-curb. Additional Vision Clearance regulations shall be applied as per Section 3.8.4.
- d. Signs shall not exceed a tenant’s occupied establishment.
- e. Monument Signs shall not be located within the public right-of-way unless permitted by Public Works.

Sign Area

- a. Aggregate Area Calculation

Walls fronting a street between Average Sidewalk Elevation and fifty (50) feet height above sidewalk: $\text{Aggregate Area} = (\text{total linear frontage}) \times (\text{aggregate area ratio})$. See Table 15 for specific signage calculation details.

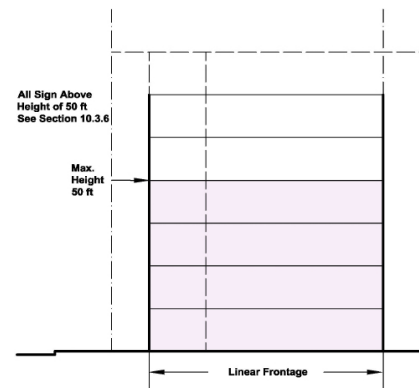
- b. Sign Area: See Article 1, Section 1.3 Definitions of Signs
- c. Monument Sign Area

Monument Signs which may include up to two (2) Display Surfaces. The area of the Sign shall be the area of the largest Display Surface that is visible from any single direction. Total Sign Area shall not exceed forty (40) square feet for T3 and T4 Transect Zones and one hundred (100) square feet for T5, T6, D and C Transect Zones excluding embellishments.

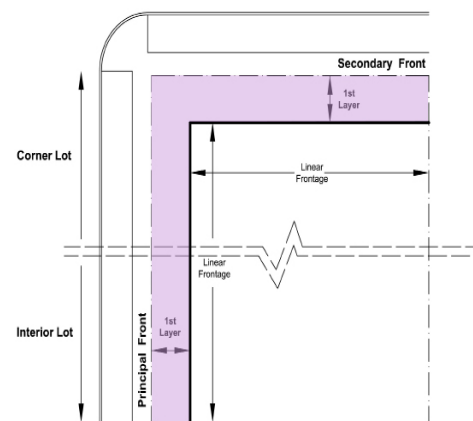
- d. Monument Base

The base of the Sign Structure shall not be calculated into the Display Surface calculation. Sign base width shall not vary by more than 20% of the total Sign Display Surface width.

SIGN HEIGHT PLACEMENT



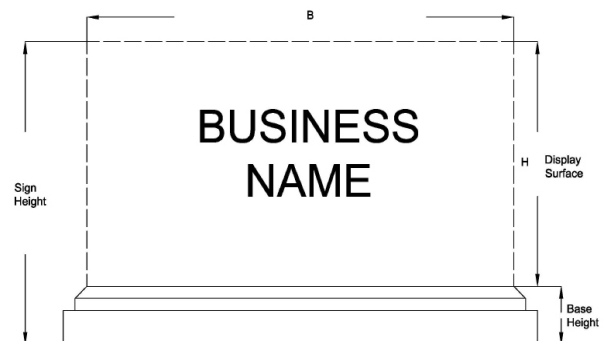
SIGN SETBACK PLACEMENT

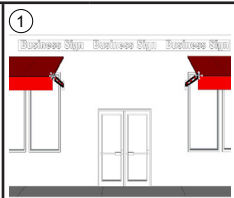



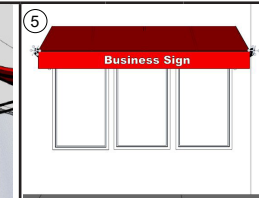


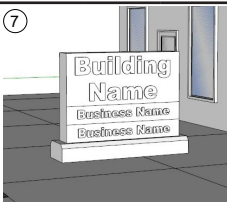
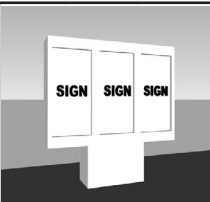
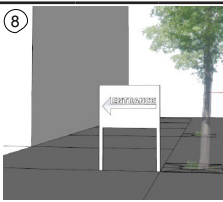
SIGN AREA



MONUMENT SIGN AREA



SIGN DESIGN STANDARDS	WALL			WINDOW			PROJECTING			HANGING			AWNING						
T5 - T6																			
	R	L	O	R	L	O	R	L	O	R	L	O	R	L	O				
SINGLE ESTABLISHMENT WITHIN A BUILDING																			
Aggregate Area Ratio	0.5 sq.ft. per linear Frontage			1.5 sq.ft. per linear Frontage															
Aggregate Area	(total linear building Frontage) x (aggregate area ratio); 300 sq.ft. max per Frontage (40 sq.ft. max for T5-R and T6-R)																		
Width	70% of linear Frontage												60% of valance area						
Height (Measured from Average Sidewalk Elevation)							8 ft min (bottom of Sign)			8 ft min (bottom of Sign)			Letters, emblems, logos or symbols on valance 8 in. max						
Depth/Projection	12 in. max						4 ft. max												
Aggregate Area Per Sign Type	Shall not exceed 60% of Aggregate Area; Included in total Aggregate Area			1 sq.ft. max			20% of total glass area; Included in total Aggregate Area			25 sq.ft. max; Included in total Aggregate Area			6 sq.ft. max per frontage; Included in total Aggregate Area			Limited to skirt or bottom edge of Awning; Included in total Aggregate Area			
Principal Frontage Quantity	1 sign per 150 ft linear Frontage (no more than 3 signs total)			1 per unit			1 sign per window			1 sign per 150 ft linear Frontage			1 sign per 150 ft linear Frontage			1 sign per window or door opening located on the Principal Frontage			
Secondary Frontage Quantity	1 sign per 250 ft linear Frontage (shall not exceed 50 sq.ft. in area)						1 sign per window			1 sign per 250 ft linear Frontage			1 sign per 250 ft linear Frontage						
BUILDING WITH MORE THAN ONE ESTABLISHMENT OPENING TO THE OUTDOORS																			
Aggregate Area Ratio	N/A	1.0 sq.ft. per linear ft.			N/A	See Wall Sign Aggregate Area			N/A	See Wall Sign Aggregate Area			N/A	See Wall Sign Aggregate Area					
Aggregate Area (Building Identification)		max 50 sq.ft per Frontage.																	
Aggregate Area (Business Identification)		(linear feet of Frontage) x (aggregate area ratio).								See Wall Sign Aggregate Area									
Width		70% of linear Frontage (per establishment)															60% of valance area		
Height (Measured from Average Sidewalk Elevation)										8 ft min (bottom of Sign)				8 ft min (bottom of Sign)			Letters, emblems, logos or symbols on valance max 8 in		
Depth/Projection		12 in. max								3 ft. max									
Aggregate Area Per Sign Type		Shall not exceed 60% of Aggregate Area; Included in total Aggregate Area				20% of total glass area; Included in total Aggregate Area				25 sq.ft. max; Included in total Aggregate Area				6 sq.ft. max per Frontage; Included in total Aggregate Area			Limited to skirt or bottom edge of Awning; Included in total Aggregate Area		
Principal Frontage Quantity		1 Business Identification Sign per 20 ft. of establishment accessing the outdoors				1 Sign per window				1 Business Identification Sign per 20 ft. of establishment accessing the outdoors				1 Business Identification Sign per 20 ft. of establishment accessing the outdoors			1 Business Identification Sign per 20 ft. of establishment accessing the outdoors		
Secondary Frontage Quantity		1 Sign per 100 ft. of establishment accessing the outdoors				1 Sign per window				1 Sign per 100 ft. of establishment accessing the outdoors				1 Sign per 100 ft. of establishment accessing the outdoors					
ILLUMINATION PERMIT	By Warrant		By Right		N/A			By Warrant		By Right		By Warrant		By Right					
ADDRESS SIGN	max 10 sq.ft. area/max 1 Sign			max 10 sq.ft. area/max 1 Sign			N/A			N/A			max 10 sq.ft. area/max 1 Sign						
SUPPLEMENTAL STANDARDS	<ul style="list-style-type: none"> Limited to establishment name, logo, decorative graphic bands, hours of operation and Class B Signs. Any painted Wall Signs shall be permitted by Warrant. 			<ul style="list-style-type: none"> Limited to establishment name, logo, decorative graphic bands, hours of operation and Class B Signs. Signage to be displayed on street level windows only 			<ul style="list-style-type: none"> Limited to establishment name, logo, decorative graphic bands, hours of operation and Class B Signs. Projection angle shall be parallel or perpendicular to wall. 			<ul style="list-style-type: none"> Limited to establishment name, logo, decorative graphic bands, hours of operation and Class B Signs. 			<ul style="list-style-type: none"> Limited to establishment name, logo, decorative graphic bands, hours of operation and Class B Signs. 						

SIGN DESIGN STANDARDS		MONUMENT			MENU BOARD			DIRECTIONAL		
T5 - T6		⑦			⑧					
		R	L	O	R	L	O	R	L	O
SINGLE ESTABLISHMENT WITHIN A BUILDING										
Aggregate Area Ratio										
Aggregate Area			40 sq.ft. max per Display Surface					10 sq.ft. max per Display Surface		
Width			8 ft. max							
Height (Measured from Average Sidewalk Elevation)			8 ft. max (14 ft. max by Warrant)					8 ft. max		
Depth/Projection			24 in. max					10 in. max		
Aggregate Area Per Sign Type								N/A		
Principal Frontage Quantity			1 sign per 100 ft. of Frontage (no more than 2 display surfaces)					1 sign per entrance, exit or parking area		
Secondary Frontage Quantity								1 sign per entrance, exit or parking area		
BUILDING WITH MORE THAN ONE ESTABLISHMENT OPENING TO THE OUTDOORS										
Aggregate Area Ratio										
Aggregate Area (Building Identification)				40 sq.ft. max per Display Surface				24 sq.ft Display Surface		
Aggregate Area (Business Identification)				15 sq.ft. max per Display Surface						
Width				8 ft. max						
Height (Measured from Average Sidewalk Elevation)				8 ft. max (14 ft. max by Warrant)				7 ft max		
Depth/Projection				12 in. max				24 in. max		
Aggregate Area Per Sign Type				N/A				N/A		
Principal Frontage Quantity				1 sign per 100 ft. of frontage (no more than 2 Display Surfaces)				1 sign per drive-through (no more than 1 Display Surfaces)		
Secondary Frontage Quantity				1 sign per 150 ft. of establishment accessing the outdoors						
ILLUMINATION PERMIT				By Warrant	By Right			By Right	By Right	
ADDRESS SIGN				max 10 sq.ft. area/max 1 sign					max 5 sq.ft. area/max 1 sign	
SUPPLEMENTAL STANDARDS				<ul style="list-style-type: none"> Limited to establishment name, logo, decorative graphic bands, hours of operation. Individual Business Identification sign may be located within Building Identification Monument sign, but total Sign Area shall exceed one hundred (100) square feet. Height may exceed eight (8) feet by Warrant process, but shall not exceed fourteen (14) feet in height. 				<ul style="list-style-type: none"> Limited to establishment name, logo, menu selection/ pricing for food service, hours of operation. Shall be located within the Third Layer between the building and the drive-through lane and shall not be noticeably visible from the public right-of-way. 		<ul style="list-style-type: none"> Limited to Wall, Hanging, or Monument Signs.

10.3 SUPPLEMENTAL SIGN REGULATIONS**10.3.1 Class A Signs (Temporary)**

For the purposes of this Article, Class A Signs shall be removed from the event or location to which they are related in a timeframe described below, unless otherwise specified.

- a. Class A (construction, development and special events signs). All construction, development and special events signs shall comply with the requirements of Chapter 62 of the City Code.
- b. Class A (real estate Signs). No Sign permit shall be required for real estate Signs displayed on private property. Such real estate Signs shall be removed within thirty (30) days of the sale or rental of the property. All such real estate Signs shall be subject to the following regulations:
 1. In T5-L,O, T6-L,O, CI, CI-HD, D1, D2 and D3 Transect Zones, Signs shall not exceed fifteen (15) square feet in Sign surface Area; or
 2. In T3, T4-R, T5-R or T6-R Transect Zones, Signs shall not exceed one (1) for each Dwelling Unit and not exceed four (4) square feet in Sign surface Area.
- c. Class A (political election Signs). No Sign permit shall be required for political election Signs displayed on private property. Such political election Signs shall be permitted no earlier than three (3) months prior to the date of the election and removed within fifteen (15) days after the election. All such political election Signs shall be subject to the following regulations:
 1. In T5-L,O, T6-L,O, CI, CI-HD, D1, D2 and D3 Transect Zones, Signs shall not exceed fifteen (15) square feet in aggregate of Sign surface Area; or
 2. In T3, T4, T5-R and T6-R Transect Zones, Signs shall not exceed four (4) square feet in aggregate of Sign surface Area.

10.3.2 Class B Signs (Entertainment Establishments)

For the purposes of this Article, Class B Signs for Entertainment Establishments may install no more than two (2) outdoor display encasements for event posters per fifty (50) feet of linear Frontage subject to the following guidelines:

- a. Shall be located within thirty (30) feet of Entertainment Establishments main entrance.
- b. Shall be permanently wall-mounted, maintained in good condition and contain current events.
- c. Shall not exceed forty-six (46) inches in height by thirty-two (32) inches in width by for (4) inches in depth.
- d. Framing materials (other than fasteners) for event posters shall be made of wood, brass or aluminum, and shall blend in and be consistent with the color of the building façade.